THE NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES RELATING TO HIGHWAY AND TRANSIT PROGRAMS

(103–54)

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BEFORE THE

SUBCOMMITTEE ON
SURFACE TRANSPORTATION
OF THE

COMMITTEE ON
PUBLIC WORKS AND TRANSPORTATION
HOUSE OF REPRESENTATIVES

ONE HUNDRED THIRD CONGRESS

SECOND SESSION

FEBRUARY 24; MARCH 1, 3, 8, 10, AND 15, 1994

Volume III of V

Printed for the use of the Committee on Public Works and Transportation

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THE NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES RELATING TO HIGHWAY AND TRANSIT PROGRAMS

TUESDAY, MARCH 8, 1994

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON SURFACE TRANSPORTATION,
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION,
Washington, DC.

The subcommittee met, pursuant to recess, at 10:05 a.m. in room 2167, Rayburn House Office Building, Hon. Nick J. Rahall II (chairman of the subcommittee) presiding.

Mr. RAHALL. We are meeting today to continue our series of hearings on the proposed National Highway System and ancillary issues relating to highway and transit programs. Today and the next two days of hearings will focus on individual transportation projects that have been brought to this subcommittee's attention.

The Chair advises those who are scheduled to testify today to stay within the allocated time limits. Exceeding these time limits may not always bring the gavel down on you, but it does present a discourtesy to those that follow you, especially those near the end of the day. I hope that all witnesses will keep that in mind.

Let me recognize the ranking minority member, Mr. Petri of Wisconsin.

Mr. PETRI. Just very briefly, since we have a full agenda, I will forego an opening statement and simply extend my welcome to our many colleagues, State and local officials, and others who will be testifying before the subcommittee this morning and ask unanimous consent that a short statement by our ranking minority member of the full committee, Hon. Bud Shuster, be included in the record at this point.

Mr. RAHALL. Without objection.

[Mr. Shuster's prepared statement follows:]

OPENING STATEMENT
HONORABLE BUD SHUSTER
SURFACE TRANSPORTATION SUBCOMMITTEE HEARING
ON THE NATIONAL HIGHWAY SYSTEM AND RELATED ISSUES
TUESDAY, MARCH 8, 1994
10:00 A.M. 2167 RHOB

- I WANT TO THANK MY COLLEAGUES NICK JOE RAHALL AND TOM PETRI FOR HOLDING THIS CONTINUING SERIES OF HEARINGS ON THE NATIONAL HIGHWAY SYSTEM AND RELATED ISSUES.

- IN OUR LAST THREE HEARINGS, WE HEARD FROM THE ADMINISTRATION, AND FROM WITNESSES WHO DISCUSSED IMPORTANT NATIONAL NHS ISSUES SUCH AS DEFENSE CONSIDERATIONS AND THE SYSTEM'S OVERALL MAKEUP, WITNESSES WHO PRESENTED SEVERAL STATE AND REGIONAL PERSPECTIVES TO OUR CONSIDERATION OF THE NHS, AND FROM REPRESENTATIVES FROM MANY OF THE IMPORTANT GROUPS THAT HAVE A GREAT INTEREST IN TRANSPORTATION LEGISLATION.

- TODAY WE WILL HEAR TESTIMONY FROM MEMBERS OF CONGRESS AND LOCAL OFFICIALS REQUESTING THAT THIS COMMITTEE AUTHORIZE SPECIAL CONGRESSIONAL INITIATIVES.

- I LOOK FORWARD TO TODAY'S TESTIMONY.

Mr. RAHALL. We will begin with the first panel that is here. We begin with Hon. Jay Kim, distinguished member of our committee; Mr. LeRoy Bender, city engineer, Ontario California; and Mayor Gary Larson, City of Chino Hills, California.

Gentlemen, we welcome you to the subcommittee. I assume our colleague, Mr. Kim, would like to introduce the panel and be recognized first.

TESTIMONY OF HON. JAY KIM, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; LeROY BENDER, CITY ENGINEER, ONTARIO, CA; AND HON. GARY LARSON, MAYOR, CITY OF CHINO HILLS, CA

Mr. KIM. Thank you very much for allowing me this opportunity. Good morning again, and thank you, Mr. Chairman and Mr. Petri, for allowing me this opportunity to testify on behalf of several projects that I believe are vitally important to the region I represent.

The first project is a request for the final $9.9 million needed to complete the Ontario International Airport ground access project. The funding was approved by the Appropriations Committee last year, but was stricken out on a point of order from the fiscal year 1994 transportation appropriations bill. The completion of this program is vital to integrate the ground access road network with the planned new terminal improvement at Ontario International Airport for the funding delays will result in a higher cost and complicate the terminal improvement, which is scheduled to begin later this year.

The ground access program, which began in 1986, is a $136 million cooperative effort that includes Federal, State, local, and private funding. The funding request is not for a new project but is simply the last request necessary to successfully complete the entire ongoing project.

Second, I am asking your support for a critically needed highway widening project that is vital for public safety. Specifically, I am requesting $40 million to widen a 3-mile stretch of State Route 71, which runs south about 17 miles from Interstate 10 in Los Angeles County through San Bernadino County to the 91 Freeway in Riverside County.

Route 71 is a major commuter route between Los Angeles, Orange, and San Bernadino counties and has been designated by the State of California for inclusion in the National Highway System. It will be a four-lane divided expressway except for one 3-mile section that connects with the 91 Freeway. This stretch of Route 71 is a narrow two-lane undivided highway that is one of the most dangerous stretches of road in the State of California. It is known to my constituents as "blood alley".

Indeed, accident and fatality rates on this stretch of Route 71 have greatly exceeded expected rates. Just last December alone, there was a county Superior Court ruling against the California Department of Transportation in a wrongful death judgment that requires the State to pay $2.8 million to the surviving family of a woman who was killed in a head-on collision on Route 71.

There are more wrongful death claims pending. The bottle neck that would be created by this sudden change from four-lane divided

expressway, 113 feet wide, to a two-lane undivided road only 24 feet wide is extremely dangerous, as you can see. It has current daily traffic of 25,000 vehicles that is expected to increase to over 65,000 per day by the year 2015.

The accident and fatality rate on this road will only increase. It is a vital safety issue.

The total minimum cost for four-lane facilities is estimated to be $52 million, which includes a $12 million contribution from Orange County associated with the Corps of Engineers, Santa Ana. We have a mainstream project that has already been programmed to realign and elevate in-kind 1.3 miles of existing two-lane facilities above the new Prado Dam Reservoir level. This funding will result in a 23 percent local contribution.

I am also requesting the inclusion of the Transportation Corridor Agency's Eastern Transportation Corridor in Orange County in the National Highway System and to provide a $10 million loan guarantee authorization relating to total revenue in accordance with Public Law 102–3088, section 339. The Eastern Transportation Corridor is being planned, financed, and will be operated by the TCA, which is a public joint powers agency formed in 1986 by the California State Legislature. The corridor was identified in 1987 in the Surface Transportation Act as a demonstration toll facility.

I have also requested funding for three smaller highway projects including completion of two major arterials in the city of Chino Hills and improvements in the city of Brea.

I would like to introduce at this time Mayor Larson of Chino Hills, who is here to testify on behalf of Route 71 as it directly impacts the city of Chino Hills; and LeRoy Bender, the city of engineer for the city of Ontario, who is here to testify on the Ontario International Airport ground access program.

Thank you, Mr. Chairman.

Mr. Larson.

Mr. LARSON. Mr. Chairman and members of the distinguished subcommittee, I am pleased to come before you today.

The city of Chino Hills is the newest incorporated city in San Bernadino County. As you know, California is the most populated State in the country in the center of the highest population growth in the United States today. My city is testimony of this compelling population trend and its transportation demands.

On January 7, the city was pleased to respond to your invitation to submit a request for line item project authorization. The city submitted three separate projects. Among those our priority is the completion of State Highway 71 in front of Prado Dam where the Corps of Engineers has changed the dam's project purpose, necessitating the modification of the roadway in front of it.

From another perspective, in 1997, the Army Corps of Engineers will being construction on the Prado Dam water conservation project. However, this project will not likewise improve the 71 Freeway, but will leave the 1.5-mile dam portion of the roadway seriously deficient.

We would therefore appreciate Federal attention to this deficiency. The project requested provides National Highway System access to Los Angeles, Riverside, and Orange Counties, benefitting the cities of Ontario, Pomona, Chino, Chino Hills, and Corona. It

implements a vital interstate connection in southern California that will decrease congestion and reduce pollutant emissions as well as increase public safety.

In this respect, Mr. Chairman, over the past 6 years there have been 206 accidents at the site of our recommended project resulting in 14 fatalities, thus earning the freeway the nickname "blood alley". We therefore recommend authorization for $4 million of design work in this fiscal year, 1995, and the overall project will eventually cost approximately $45 million.

We are pleased that Mr. Kim, a member of this distinguished subcommittee, is supportive of this request. I respectfully thank the subcommittee.

Mr. BENDER. Mr. Chairman, it is a pleasure to be here. I am LeRoy Bender.

I serve as city engineer of the city of Ontario. I am a licensed civil engineer. I have been involved in the planning, the design, and the construction of the Ontario ground access program since 1983. In 1983, the local MPO and various governmental agencies joined together to form a steering committee to develop a ground access program that would provide vehicular access to the new Ontario International Airport terminal.

This terminal is expected to be constructed soon and will involve an expenditure of $250 million for the new terminal building. But to support access—vehicular access as well as other forms of transportation—require a road access program leading to the airport. This program was developed and consists of 22 separate project phases and $136 million worth of highway and bridge and interchange related projects.

Mr. Chairman, I have submitted documentation to you that gives a program summary of the ground access program, its level of development since 1983, and the various appropriations by the Federal agency to supplement and leverage the local ground access funding at the local level. The program consists of 22 separate projects, five freeway interchanges, four railroad grade separation projects—those are underpasses underneath the two railroads that totally surround the airport. It was necessary to do those grade separations to decrease the travel time and delay upon entering the airport. In addition, over 20 miles of roads are included in the ground access program.

It includes a state-of-the-art regional transportation information system that we have developed with CALTRANS—sharing the cost with CALTRANS—changeable message freeway reader boards as well as advisory radio entering the airport.

All of the projects, Mr. Chairman, all projects have received complete environmental documentation over the last 8 years through the development of the program. Many of the projects are now under construction. All of the projects are designed—some are 50 percent designed—but we are in the last stretch of a multi-year program.

The program involves a very, very extensive private/public partnership. On the last page of the testimony that I have submitted, I have outlined what I am very proud of, which is the number of individual funding sources that have contributed to the program. There are nine separate identifiable local funding sources in the

program constituting $92 million. The Federal involvement to date is $33 million.

We have received Federal support four previous times that I have outlined in my testimony, 1986, 1987, 1991, and 1993. Our request is for the last remaining phase of the shortfall to complete the entire program, which is $9.9 million. This will complete all 22 projects to build out the system, which I believe the Federal Government and the nine local sources of funding have worked very diligently to develop.

None of the ground access programs are controversial. In my 8 years of involvement with the ground access program, I have yet to hear one objection or controversial aspect of the projects themselves. I am very, very proud of that.

It is an extensive partnership we have developed, which we are very proud of. The last remaining phase of funding, the $9.9 million, is desperately needed to complete the project. If it is not received, I think it would be somewhat of an embarrassment. Personally, I would recommend that we not landscape some of the freeway interchanges. I think the entire project would have to be trimmed back to some degree and it would be very unfortunate.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, gentlemen, for your testimony.

Let me say that you are very well represented by our colleague, Jay Kim. He has personally visited with me on this project. You also have the cosponsorship and leadership of Representatives Jerry Lewis and George Brown, who have also contacted me in support of the Ontario Airport project as well.

I have no questions.

I recognize the chairman of our full committee, the gentleman from California, Mr. Mineta.

The CHAIR. I just wanted to welcome our colleague, Mr. Kim, as well as our fine friends who are testifying here today. But I just want to thank you and Mr. Petri for your endurance during this time period of having these witnesses come before us.

NHS is really very, very important, and the fact that you're putting this time into these hearings shows that. I just want to thank you, Mr. Chairman and Mr. Petri, for your efforts.

Thank you very much.

Mr. RAHALL. Thank you, Mr. Chairman.

The gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Thank you, Mr. Chairman, for putting in as much time as you have. I think it is important for our committee and your presence adds a lot.

I have just one question. Could you discuss how these projects fit into the State of California's highway program and whether they are joining in this request? Why isn't California funding these projects?

Mr. LARSON. Basically, Highway 71 now is a two-lane road. Some places go out to a thee-lane passing area. But down through that area is very, very narrow. It is a 3-mile portion of the freeway that is not yet funded. Funds were passed by voters of the State of California in San Bernadino County to fund the San Bernadino portion, which is about an 8-mile stretch, for roughly $250 million. That is under construction. The interchange is being built right now with

the 60/71 interchange. That is in Los Angeles County. Los Angeles County is funding their portion and building that portion of the road. San Bernadino is building our portion. We actually have ground breaking this fall for phase one and 3 months later followed by phase two, which will take it down to the Riverside County line.

Because of the bottleneck that will occur with a six-lane freeway, two lanes of which being HOV lanes, moving down to a two-lane road—it is the most dangerous road in California—that needs to be finalized so that we can do the whole project at once. Since the Army Corps of Engineers is also raising the dam in 1997 and will realign the road anyway, we feel like it would be a very good cooperative project to put the two together and do all of it at the same time.

The freeway will then be complete all the way down from 10 to 91.

Mr. BENDER. Pertaining to the Ontario ground access program, as I mentioned, sir, there are five freeway interchanges that tie the airport access to the three regional freeways within our system. CALTRANS, through the STIP process, has agreed to contribute $29.43 million of STIP funds to the projects.

Essentially, their involvement to date through the STIP has been that they have constructed two of the interchanges totally funded by the STIP program. On three of the interchanges, they have agreed to provide the 20 percent match to the Federal funding we have received to date. So we think it is a very, very noteworthy working relationship between CALTRANS and the city of Ontario.

I would like to make one additional comment to further address your question. CALTRANS in our area is faced with a tremendous burden of providing three freeway systems in the western area of San Bernadino County. Those STIP funds are highly, highly leveraged to date and part of the Ontario ground access program is in fact the leveraging of the STIP money to the amount of $29 million.

Mr. RAHALL. Do any other members of the subcommittee have questions?

Mr. BAKER. I just want to thank Jay Kim for his advocacy. He came to us and sold these projects. I appreciate the information. Being from northern California, it is a vast wasteland to me. So I appreciate the guided tour that Jay gave us.

Mr. RAHALL. Thank you, Mr. Baker.

We thank you all very much, gentlemen.

Mr. RAHALL. The subcommittee will now hear from our distinguished colleague, Hon. Pat Williams, from the big State of Montana. It is my honor to serve with Pat on the Committee on Natural Resources. I have visited his area on a number of occasions.

We want to welcome you to this subcommittee at this time, Pat.

TESTIMONY OF HON. PAT WILLIAMS, A REPRESENTATIVE IN CONGRESS FROM MONTANA

Mr. WILLIAMS. Thank you very much, Mr. Chairman and members of the committee.

I appreciate coming by for just a couple of minutes and talking with you about one project in particular, but three projects specifically, in Montana.

Believe it or not, my colleagues, there is still a major north/south highway in the United States that has a major section of it unpaved. There are 50 miles of Highway 323, which runs from the southwest up through eastern Wyoming through eastern Montana and into Canada—a critical 50 miles of that road is yet unpaved. So I am here today to ask you to begin the process of the authorization of paving that 50-mile stretch of Highway 323 in eastern Wyoming and in my own State of Montana.

Currently, the road is narrow and unstable. It is gravel. It is nearly impassable in wet weather or the winter. It makes most trucking impossible. And of course, it discourages tourism or through traffic.

The paving completion of that long-neglected highway has become even more necessary now because of the improving trade between Canada, the United States, and with the NAFTA agreement Mexico. There is an increasing significance, of course, in North American trade, so we do need to continually improving our north/south trade corridors in this country. I don't need to tell the members of this committee how important highways are to that north/south trade.

Finally about this, I will just say that this highway does represent—once it is paved—in effect a new corridor through eastern Montana and eastern Wyoming which would connect Albuquerque, Denver, and Cheyenne with Mexico and Canada. So we believe that it has become of national importance. The governors of both Montana and Wyoming have urged me to pass along their encouragement of this project. The counties in both eastern Wyoming and eastern Montana and the county commissioners have also asked me to pass along their encouragement.

I do want to briefly but very importantly mention two other requests that Montana has. We are requesting the continuation of authorization and money for what is called the Belgrade Interchange. That money came forward in 1991 and 1992. We are also asking for completion of the construction near Bozeman, Montana. That process, too, has been ongoing and we are hopeful to complete the project.

But in closing, I do want to again call my colleagues' attention to the importance of North American trade and the rather unusual fact that America still has a major highway north/south, connecting southwestern United States with the northern tier States and connecting Mexico and Canada—a major of that trade corridor remains unpaved. So we are asking for at least the beginning of the process so that eventually we can complete that pavement.

Thank you.

Mr. RAHALL. Thank you, Pat, for your testimony.

As I understand it, this route is not on the proposed NHS mileage submitted to us by the Secretary of Transportation.

Mr. WILLIAMS. The chairman is correct.

Mr. RAHALL. Do you know if the State recommended to the DOT that it be on that system or not?

Mr. WILLIAMS. I am uncertain, Mr. Chairman, about the process of recommendation, but the State Highway Commission I assume recommended it because they have it on their priority list and want

to contribute the State's share to the completion of that project. I believe it is 20 percent.

Mr. RAHALL. That is correct.

Mr. WILLIAMS. I assume that means that they passed that fact along to the Secretary.

Mr. RAHALL. So the State is fully supportive and is willing to commit State funds?

Mr. WILLIAMS. The State Highway Commission has, of this maybe 6 or 8 months ago—perhaps longer now—committed this as an essential project.

Mr. RAHALL. Thank you, Pat.

The Chair recognizes the Chair of the full committee.

The CHAIR. No questions.

Mr. RAHALL. The ranking minority member, Mr. Petri?

Mr. PETRI. I would just like to thank you for coming, Pat, and testifying. I am glad to learn that this is supported by the people of your State.

At this point, I would like to introduce to you and the other members of the committee the newest member on our side of the subcommittee, Vern Ehlers, who succeeds a person we all knew and who Pat and I served with, Paul Henry, on the Education and Labor Committee for many years.

Welcome and we will enjoy working with you.

Mr. RAHALL. We welcome you to the subcommittee.

Any other questions?

Mr. WILLIAMS. Mr. Chairman, if I may, to our newest colleague I want to add what I know all the members of this committee have said in both this city and in their homes, and that is that Paul Henry wasn't just a good Member of this body. He was a great Member of this body and one of the most thoughtful people that I had ever met. We are delighted to meet his successor.

Thank you, Mr. Chairman.

Mr. RAHALL. The subcommittee now welcomes Hon. Jerry Lewis, from the State of California, a very good friend of all of us.

Jerry, we have your prepared statement and you may proceed as you desire.

TESTIMONY OF HON. JERRY LEWIS, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA

Mr. LEWIS. Thank you very much, Mr. Chairman.

I heard your remarks when our colleague, Mr. Kim, was here earlier about George Brown and I working on the Ontario Airport project. A project that really was conceived as a priority for the Inland Empire region when I was a relatively new Member of Congress and I had the privilege of serving on this subcommittee. Those years on the committee were extremely beneficial, not just to me personally but understanding the significance this subcommittee has in terms of the State and regional priorities.

I appreciate your having me here. I have formal testimony for two projects, one having to do with the Rancho Road interchange near Victorville, CA. I will not formally address that, but have submitted information for the record. I think your staff as well as you know that this is a priority for me.

I want to spend just a moment, if you will, discussing a project that this committee has approved in the past. It was initiated by way of ISTEA. It is a very, very important item, and unprecedented, in a sense, that in its initial stages it brought together not just bipartisan cooperation but cooperation between three States in the west relative to a major transportation problem that affects those States individually and collectively. It is the corridor that involves Interstate 15 and I–40 between the States of Nevada, Arizona, and California.

During ISTEA, we took the initial step of authorizing this project and the first step of appropriations as well. The project essentially addresses a tremendous congestion problem that exists between the regions surrounding Victorville and Barstow that carry transportation into both Nevada and Arizona. The project has a tremendous impact upon the economies of all those States. I must say that I have been given leave to express the support of both Jim Bilbray of Nevada, as well as Bob Stump of Arizona, regarding the priority of this project to their States.

Mr. Chairman, I know that you have plenty to do in this subcommittee and don't need extensive verbal comment by a member who is taking up your time in the first place, but this is a most significant project. In my own region, it has tremendous economic impact. We have the cooperation, not just with the region but have also had very extensive support and work done by Region IX of CALTRANS in this area.

I would be glad to respond to questions.

Mr. RAHALL. Thank you very much.

Tom?

Mr. PETRI. Is it currently an interstate but is going to three lanes?

Mr. LEWIS. It is a combination of expanding interchange, development in the Barstow region, as well as this specific link, which involves widening that stretch of the highway between Victorville and Barstow, a 27-mile strip of very, very highly travelled road.

I might mention, Mr. Chairman, that your subcommittee has taken a very important step by way of the questionnaire that you requested for projects of this kind, the 18 questions that go into some detail. The Caltrans Region IX engineers have been very helpful in developing that response. It is a reflection of their professional work in the transportation area.

Your subcommittee staff has been extremely cooperative. I called them regarding this project initially and they knew it better than I did. That indicates to me that your subcommittee is paying very close attention and we appreciate that support as well as the attention.

Thank you.

Mr. RAHALL. Thank you, Jerry.

This is one of the 21 designated congressional high priority corridors, and as such is on the NHS. Is that correct?

Mr. LEWIS. You are exactly right, Mr. Chairman. When ISTEA was passed, this was one of those projects that—I thought was on the list of 13 projects that were high priority. But at any rate, it is a high priority project and indeed has not just our support but

the chairman of the full committee has been extremely helpful with this project in the past as well.

The CHAIR. I was just going to comment, Mr. Chairman, that I remember the Ontario Airport situation because I was giving a talk at the Clarion Hotel right across the way. After giving the talk, I went to the airport to catch a plane to go to San Jose. Just as I approached the airport, ding- ding-ding-ding-ding, the arms on the gate came down at the railroad tracks that are on the perimeter of the airport. Without any question, I missed the plane. [Laughter.]

The CHAIR. So this has always been——

Mr. WILLIAMS. Cooperative planning is very important, Mr. Chairman.

The CHAIR. I don't know what you paid that engineer to get that train there. [Laughter.]

The CHAIR. I am not sure about the high priority corridor. But as you so very well know—Mr. Chairman, Mr. Lewis is my mother-in-law's Member of Congress. So I am going to make sure that at least the six-lane corridor going from Victorville to Silver Lakes is going to be taken care of. [Laughter.]

Mr. RAHALL. Mr. Clinger, do you have any questions or any statement to make?

Mr. CLINGER. No, Mr. Chairman.

Mr. LEWIS. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Jerry.

Our next witness is a distinguished colleague of ours as well. I have the high honor of serving with him on the Committee on Natural Resources. For purposes of introducing Hon. Sam Farr, I will introduce our full committee chair, Mr. Mineta.

The CHAIR. Thank you very much, Mr. Chairman.

I just want to welcome to our Subcommittee on Surface Transportation and to our full Committee on Public Works and Transportation a very fine colleague who is making an appearance here before us for the first time. He is a gentleman I worked with when he was a member of the State Assembly. Of course, he has taken the very important seat that was formerly held by Congressman Leon Panetta.

Sam Farr has a long record in the State Assembly and has represented his Monterey and Santa Cruz constituents very, very well. This area I know very well because of the tragedy of the Loma Prieta earthquake in 1989.

So what we have here is a proposed consolidation, I believe, of some bus facilities that were damaged at the time of that earthquake. This is really to make something that not only will be more efficient, but cost effective as well.

I would like to not only welcome Sam but also to welcome Linda Wilshusen, the executive director of the Santa Cruz County Regional Transportation Commission, as well as Scott Galloway of the Santa Cruz Metropolitan Transit District, who are going to be here on behalf of their projects as well.

Again, I just want to welcome Sam, Linda, and Scott to our committee.

Thank you very much, Mr. Chairman.

Mr. RAHALL. Sam, we have your prepared testimony. You may proceed as you desire.

TESTIMONY OF HON. SAM FARR, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; LINDA WILSHUSEN, EXECUTIVE DIRECTOR, SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION; AND SCOTT GALLOWAY, SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Mr. FARR. Thank you very much, Mr. Chairman and Chairman Mineta. Thank you very much for the kind introduction. I served in that Legislature with your colleague, Bill Baker. It is nice to be here before your committee today.

I want to applaud the efforts of this committee to reexamine the Intermodal Surface Transportation Efficiency Act and specifically to applaud your setting project criteria for every submittal so that the proposals are well prepared and certainly of highest quality.

I come before you today on two projects—trains and transit. I represent, along with Chairman Mineta, the smallest land area county in California, Santa Cruz County. Although it is ranked ninth in density population, it has over 250,000 people living there. It happens to be the county that had five presidentially declared disasters in the 1980s and was the epicenter of the Loma Prieta earthquake.

The county has really come forward in transportation. In fact, the survival after the earthquake was by the uniqueness of their ability to put together great transit support to get people from a coastal community over the mountains to Santa Clara and San Jose where a lot of people work. But there is also a main north/south corridor along the National Highway System, Highway 1 on the coast of California.

These projects before you are essentially to build a rail project along that corridor, north to south, linking up institutions like the University of California at Santa Cruz, the cities of Santa Cruz, Watsonville, connecting with the main north/south Amtrak line at Watsonville Junction, and then continuing around the bay to Salinas, and hopefully a future leg in Monterey County linking up the new base closure at Fort Ord with a new university going in there.

This corridor is very, very congested—the most congested corridor in the Monterey region. So before you today is a request to begin the process for the train rail system and to link this up with the existing multimodal transportation system facilities that have been built in Santa Cruz.

I might add that this is a small county, but a county that has moved forward on transportation issues. In fact, I think it is the only county, in addition to the Bay Area counties, that in 1979 went to the ballots and authorized an additional .5 cent sales tax dedicated to supporting the transit system. It has a tremendous ridership of 26,000 riders per day. Now we would like to link that up with the rail corridor that already exists.

I might add that with all those disasters, it had a tremendous impact on the businesses. There were about 40 percent of the businesses in Santa Cruz that could not rebuild after the earthquake. They could not reopen. That had an effect on sales tax. It had an impact on all revenue derived in the area. So we are still building

our way out of the disaster. We find ourselves the second most highest unemployment in the Nation in statistics that came out last month. We hope that these projects will help with that.

The second project that I want to discuss is that after the earthquake, the transit system had to find seven different sites for their buses and for refueling and repair since the main sites in its major maintenance and operation facility in Watsonville was lost with the earthquake and the North County fueling facility in Santa Cruz was also destroyed.

The fueling facility must be relocated away from its current location in a flood plain on the San Lorenzo River. As a result, the city has been forced to lease inadequate facilities at seven different sites. These sites are spread all around the county and the distance has had an adverse impact on the transit district's operating budget.

So the district has decided to consolidate its earthquake damaged facilities and other leased and owned facilities. The total cost of this consolidation will be about $20 million. The transit district is requesting an earmark of $4.12 million in Federal Transit Administration section three funds and will provide a $1 million match in local funding to complete the project. The remaining $15 million would be supported by the Federal Emergency Management Agency as part of the transit district's Loma Prieta earthquake reconstruction effort.

Those are the two projects that I have before you. With me are the executive director of the local transit system and the regional planning director for Santa Cruz County.

We will be glad to answer any questions you might have.

Mr. RAHALL. Thank you, Sam.

Do either of you have any statements you would like to make?

Ms. WILSHUSEN. No, Mr. Chairman. I am just happy to answer any questions.

Mr. RAHALL. I recognize our full committee chair, Mr. Mineta.

The CHAIR. Mr. Chairman, I have no questions other than to again welcome Linda and Scott here.

Again, thank you very much, Sam.

Mr. RAHALL. The gentleman from Wisconsin, Mr. Petri?

Mr. PETRI. We are looking forward to working with the chairman and others on the committee and your representative on these projects.

Mr. RAHALL. The gentleman from California, Mr. Baker?

Mr. BAKER. I would like to make a real brief remark repeating Sam's urgent appeal. This county has had a unique experience of having these disasters one upon the other. Anything we can do to help them rebuild their infrastructure is important to California.

Mr. RAHALL. Sam, thank you very much.

Mr. FARR. Mr. Chairman, I look forward to working with you.

Mr. RAHALL. The subcommittee will now hear from a panel composed of a distinguished member of our subcommittee, Hon. Bill Baker, Mr. Bob McCleary, executive director, Contra Costa County Transportation Authority; Mr. Al Gallardo, executive director, Alameda County Transportation Authority; and Mr. Bill Gray, consultant to the city of Hercules and Greater East Bay Rail Opportunities Coalition in California.

Bill, we will give you the honor of testifying and then introducing the rest of the panel.

TESTIMONY OF HON. BILL BAKER, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; BOB McCLEARY, EXECUTIVE DIRECTOR, CONTRA COSTA COUNTY TRANSPORTATION AUTHORITY; AL GALLARDO, EXECUTIVE DIRECTOR, ALAMEDA COUNTY TRANSPORTATION AUTHORITY; AND BILL GRAY, REPRESENTING THE CITY OF HERCULES ROUTE 4 WEST PROJECT, CONTRA COSTA COUNTY, CA

Mr. BAKER. Mr. Chairman, it is an honor and I will be as brief as I can.

I want to introduce several folks in the audience who play an important role in transportation planning in this region. The projects about which you will be hearing in a moment are regional. They are not somebody's local project, but they have passed muster from the State MTC and our local county authorities. The gentlemen sitting to my right and left are Alameda County and Contra Costa County transportation authority executives.

I am pleased to introduce Ed Campbell, supervisor from Alameda County, in whose district many of these projects reside; Mayor Pete Snyder of Dublin, who is particularly interested in the 580/680 interchange, a major interchange system in California; Councilman Tom Vargas, who is chairman of the Livermore Amador Valley Transit Authority; Councilwoman Karen Moore from Pleasanton, who is an important member of the Pleasanton City Council and in whose district several of these again reside; Vic Sood, the executive of LAVTA; and Tom Gamble, a major property owner in which Highway 84 also resides.

I want to thank you, Mr. Chairman ranking member Petri for being here. I appreciate the opportunity to testify. I was one of the four authors of Propositions 108 and 111, which added 9 cents to the gas tax, $20 billion to California's highways and rail projects in 1990. It passed by the magnificent sum of .5 percent with Mr. Mineta and I and everybody else on board—Governor Deukmajian and the whole world. Somehow the voters didn't think we were going to spend the money wisely, but we fooled them. It is being spent wisely.

In addition, Contra Costa and Alameda County have each raised their sales tax .5 cent on the sales tax, one bringing in $1 billion and the other $1.5 billion over 10 years. So these areas have paid their local share.

The projects, in brief—and we have a map here—first, in Alameda County, Chairman Mineta has seen first-hand the need for an interchange connecting 580 and Route 84. Route 84 cuts between that orange line and would bypass the 680/580 interchange.

The 580/680 interchange is critical. It has a loop. The loop connects Dublin and gives some off-ramp space to the new BART station there in the middle of Dublin. It allows people to bypass through that little green line the freeway interchange system and go south on 680 and east on 580 up to Stockton where most of Norm Mineta's workers live now in Mantica and Stockton and those areas where you can still buy a $150,000 home instead of the

$300,000 homes we have in our districts. More and more commuters are going to bypass on this interchange.

The Altamont Corridor is a rail system called Fast Track, possibly to be run by BART, but it will run on existing rail lines and connect Stockton with San Jose. Many of those folks now are on the freeways unnecessarily. This rail line is being proposed as an alternative. Bill Gray will be talking about another link on this project.

Another important project involves paving the way to the Livermore BART extension by funding preliminary engineering to bring BART from the East Dublin station in Pleasanton on out to Livermore.

The fifth project is the BART station in West Dublin which you saw in the middle of the map. All of this connects the heavily trafficked area. Like it or not, we are probably going to have 1 million people living between the Altamont Pass and the Hayward area. Getting these improvements in early is the answer.

BART is coming out now to the east portion on the far right side of your map. The middle by the interchange is the West Dublin BART station. That is being proposed here.

Greenville Road is a small but important road connecting two national laboratories with 10,000 employees with Highway 580. We are in the second phase of improving that road.

The final project for Alameda County is a small two-lane road which connects Alameda and Contra Costa through San Ramon over to Castro Valley. That road is well in need of support.

In Contra Costa County, we have three projects—auxiliary lanes on northbound 680 between Bishop Ranch with 25,000 employees and the Danville Alamo downtown area to allow traffic to get on and get off and have a diamond lane; expansion route on Highway 4 East between Bailey Road and Rail Road—right now we are going over the pass with BART and we are going over the pass with the four-lane freeway, but this will extend it to Bailey Road and Railroad Avenue. I am happy to support that proposal.

The last project is the interchange linking State Route 4 and 160 with the new Delta Expressway, which eventually—maybe in my lifetime—will connect Livermore and Antioch through the new Los Paqueras Reservoir project. So as Highway 4 is straightened out, the flow up and down to the Livermore Labs and then out to Stockton is going to need this interchange linking State Routes 4 and 160.

I would like to welcome the panel members: Mr. Gallardo from the Alameda County Transportation Authority—he has had the difficult job of prioritizing these projects to make sure that our community speaks with a united voice—and Bob McCleary from Contra Costa County who has the three projects I mentioned at the end. He has been a great help. Along with Vic Sood, who works at the transit authority, he has helped us prioritize these projects in the region so that we can speak with a united voice.

I am happy to represent our elected officials locally and our transportation authorities here today.

Thank you also, Mr. Chairman, for something I believe Jerry Lewis also mentioned, and that is the 18 questions on which you

were able to have folks focus. Those 18 questions were very important in helping us prioritize projects.

Mr. MCCLEARY. Thank you, Mr. Chairman.

Good morning, Mr. Chairman, Chairman Mineta, and members. I am very pleased to have the opportunity to speak here before Congress on projects of great significance to the Contra Costa Transportation Authority and to the county as a whole.

We handed out a little booklet to provide background information on the current status of these projects, commitments, and location. If you look in that booklet, you can see the specific locations along Route 4 of three of the projects we are submitting. Both Congressman Baker and Congressman George Miller have been very, very supportive of our efforts to move forward to improve these projects. Then we have one other project on I–680.

These projects are all on the proposed National Highway System as proposed by the Department of Transportation. We believe that they are critical to the long-term vision of the National Highway System.

I would also note that within Contra Costa the transportation authority has indicated that its next major priority is to upgrade Route 4, which has both safety considerations to the west—and there is a diagram of the proposed alignment studies in your booklet in color—and has some major economic development and traffic congestion relief issues that we want to address to the east.

In Contra Costa, as in many parts of California, we have committed major local resources to improving the transportation network. We are funding about 40 percent of the BART extension to our East County area. We are funding major improvements along Route 4, I–680, and to the Richmond Parkway in the west as well as to many local arterials and transit and paratransit services throughout our county. So we have a very ambitious and aggressive program to invest about $1.25 billion in escalated dollars in our community over the next 15 years. We are well on our way toward those improvements.

Just to focus on the specific projects, the project that Congressman Miller is supporting—the Route 4 gap closure, which he has brought before you—is an area where we have approximately 33,000 vehicles per day travelling through a two-lane winding road that is substandard and does not meet the long-term goals of the National Highway System. It has a very high accident and fatality rate, approximately 15 to 17 times what would be expected for a facility of that type. It is a very high priority for interconnecting our East County, which is rapidly developing, with the urbanized West County and the rest of the metropolitan Bay area.

The Route 4 project from Bailey to Rail Road that Congressman Baker has so graciously agreed to promote before you, is the next segment in our desire to upgrade Route 4 as we head east toward the rapidly developing area that Congressman Baker represents. This segment is going to be upgraded from a four-lane cross-section to eight lanes and will include room for a BART extension, again, looking forward to the tremendous population increases we expect in our East County area. We hope to move forward with that BART extension within the next 10 years or so. We are working on that in parallel with the highway project.

We are currently experiencing a level of service of "F" on that project during the peak hours as many of the people who live in the more affordable housing in East County commute into Central County, San Francisco, and other parts of the urbanized Bay Area. We have a diagram in your booklet of that proposed project in the cross-section showing the future of the BART extension in the median.

We have also proposed a project which would be an auxiliary lane on Interstate 680. This corridor is on the National Highway System proposal and is a major north/south connector between Sacramento and the Silicone Valley where your very able Chairman Mineta comes from. We have a lot of commuting from our area into the Silicone Valley.

This auxiliary lane is designed to promote the use of carpools and vanpools so that we can get more efficient use out of the system and is a necessary first step toward a project to which we are committed as part of the transportation authority for partial funding to upgrade the auxiliary lanes on 680 in the vicinity of the Bishop Ranch development, which includes tenants such as Chevron, Pacific Bell, Toyota, and many other major companies.

The fourth project we are promoting before you is the Route 4/160 Route 4 Bypass interchange. This project is proposed for 50 percent funding from local fees. Not only do we have a .5 percent sales tax in Contra Costa, but we also have a very aggressive program on the table in our East County area to raise several hundred million dollars in fees as a direct contribution to the improvement of necessary local facilities to support that economic development effort.

As you can see, Contra Costa is a county that is moving forward to try to help itself. But we also need the help of Congress and are looking for your support of these projects.

I thank you very much and would be available for any questions you might have.

Mr. GALLARDO. Mr. Chairman and committee members, I am the executive director of the Alameda County Transportation Authority, one of 17 sales tax counties in the State.

My primary purpose here today is to speak to two projects in Congressman Baker's district that are important to the Alameda County program. One of these is the upgrading of the 580/680 interchange in the cities of Pleasanton and Dublin. Our specific request is that in the upgrading of that interchange that ramps are provided to a new BART station that will go in West Dublin.

That total project upgrade is in the $100 million range, the ramps themselves in the $15 million range. But we can also split those ramps into finite elements that can be put on-line in a ready-to-go manner—time-specific, if necessary—and any range of monies, although our request at this time is for $15 million.

That project and the 580/84 project, as mentioned by Congressman Baker, enjoy the support of the county, local cities, the Metropolitan Transportation Commission, and the California Transportation Commission. All our work is being developed cooperatively with those bodies.

The other project I wish to speak to—and as Congressman Baker has already mentioned—is the 580/84 project. We are funding most

of the roadway with local monies. However, the interchange with 580 remains unfunded. That project will also provide relief to the 580/680 interchange, again upgrading of an interstate freeway with local monies.

My written testimony has some details on our program and on these two particular projects, but those are the two points I wish to raise at this time.

Thank you.

Mr. RAHALL. I welcome you, Mr. Gray, because I know the chairman of the other committee upon which I sit, the Committee on Natural Resources, Mr. Miller, had personally requested that you be allowed to testify. He also has spoken with me personally on this project. I welcome you.

Mr. GRAY. Thank you, Mr. Chairman and members of the committee.

I appreciate the opportunity to be here today. Again, I am here to support the projects on the Highway 4 corridor in Contra Costa County, and specifically to talk about the Highway 4 West project submitted by Congressman Miller. I would also like to spend a few minutes talking about what I believe is a very exciting project called the northern California commuter rail demonstration project submitted by Congressman Fazio.

First of all, with respect to the Route 4 project, I wanted to submit a letter that is attached to my testimony from the Contra Costa Council. It is a group representing over 400 businesses and industries within the county on support of the Highway 4 projects in general—east and west.

Over the last 15 or 20 years, the county has seen significant improvements to the interstate system, but we are still struggling to finish the State highway system in Contra Costa County. These projects about which you are hearing today will go a long way toward addressing those safety and capacity issues along the corridor.

Mr. Miller's project on State Route 4 West deals with some significant safety and capacity issues and Mr. McCleary talked about the accident history. That is a very important point there. The easterly projects basically both will help facilitate the extension of the BART system into East County.

Specifically with respect to the Route 4 West project, I wanted to present a letter from the mayor of Hercules in support of the project, which is also attached to my testimony. I wanted to echo Mr. McCleary's comment that the county has been very aggressive in generating local funds for projects like this, well over $1 billion in local funds. There is a significant contribution of local dollars to the Highway 4 West project. But that project is so large and complex that it really needs some additional support and impetus from Congress.

I would call your attention to a map that is appended to the back of my testimony that shows the Highway 4 corridor. It is kind of a characterization, but it does show very clearly the industry along State Route 4 and the connection between the San Francisco Bay Area and the Central Valley. That corridor is really one of only two corridors that connect the Bay Area in that direction. So it is an important corridor. Concord Naval Weapons Station is located right

in the middle of that area, and that is one of the few facilities that is going to remain open in the Bay Area.

But lastly, I would like to present a project that was submitted by Congressman Fazio, the northern California commuter rail demonstration project. This exciting project would continue the development of passenger rail in California. It is actually shown on this map by the green line, the Capitol Corridor. As a result of the bond measures and measures on the ballot in 1990 that Mr. Baker mentioned, Amtrak has instituted intercity service on this corridor. CALTRANS has been working to augment that service and increase the number of trains. But the rapidly growing commuter market in that same corridor is not being adequately addressed.

Over the last 2 to 3 years, the three counties of Alameda, Contra Costa, and Solano have joined together to look at opportunities for the development of commuter rail in the existing rail corridors. One of the corridors on which we have been focusing is the whole Capitol Corridor, and particularly the Solano County to West Oakland element.

The project we are proposing that was submitted here is a 2-year demonstration of commuter service in the corridor between the city of Dixon in Solano County and West Oakland. The proposal calls for two morning trains and two afternoon trains to operate between those areas with stops in between in a number of existing communities.

The project would improve access to the BART station with connections at Richmond and West Oakland. Local transit service would be provided at some of the outlying stations.

This, again, is a demonstration project. So the cars and locomotives would be leased for the duration of the service. We have made contact with the other operators in the region and the equipment is available. Transit service would be augmented, as required, to provide feeder service.

The objective of this project—and that is the important point—is to examine the potential market and demonstrate the viability of commuter and upgrade rail passenger service in this corridor. Along with already planned enhancements to the existing intercity service—and I might point out that CALTRANS, through the California bond programs, is putting something to the tune of about $80 million of capital improvements to the corridor in terms of rail and signal systems—it will improve safety, reduce congestion, and facilitate the movement of goods in the Interstate 80 corridor. It would demonstrate how an existing but relatively under-used asset—the railroad right-of-way—could be used to reduce congestion on the corridor.

A critical element of the proposal that we have in front of you is funding for preliminary engineering and planning for full intercity and commuter service along the entire corridor. This effort would really augment the work that has been done in California through the ACR–132 work that basically has developed the intercity service.

With that, I will conclude my presentation. I appreciate the opportunity.

Thank you.

Mr. RAHALL. Thank you, gentlemen.

The Chair recognizes the full committee chairman, Mr. Mineta.

The CHAIR. Let me just again welcome friends from Mr. Baker's district. I have had the good fortune of working with our colleague, Bill. You really do have a very effective spokesperson in Bill Baker. We will be looking at these very, very closely.

The only thing I wanted to ask you, Bill, was with regard to 84 and 580. I talked to you about the spacing requirements because of the interchanges.

Mr. BAKER. Yes. I have learned since our conversation that we don't need a waiver. Mr. Gallardo will refer to that. I believe there is 1 mile between the airport and the two proposed interchanges and 1 mile farther east to Portola. Apparently, the question was not the spacing but for them to get together and make up their mind as to which of the two alternatives best meet their needs.

Since our meeting last week, Mr. Chairman, I have talked to Mayor Cathy Brown of Livermore, Tom Gamble, who is the major property owner in the area, I have talked to Tom Vargas, who is also chairman of the LAVTA, and they are all in agreement that they can reach a decision immediately on the proposed route so that we won't be coming to you with four different proposed routes.

So my problem was more of selecting the correct route. I was misinformed that there was a spacing problem.

Is that correct, Al?

Mr. GALLARDO. That is correct. It is a technical issue, Mr. Chairman, that can be solved.

The CHAIR. Do we need a waiver?

Mr. GALLARDO. No, just the Federal Highway approval of a new access opening.

The CHAIR. Thank you very much.

Mr. RAHALL. The gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Thank you very much.

I often hear our chairman saying that in his part of the world he thinks there may not be more new roads, but there will be a lot of improvements in rail. I can understand from the rail projects you have presented the basis for his observations.

Thank you.

Mr. BAKER. Thank you, Tom. There are something like 4 million people living in the Bay Area. Out our way is kind of the growth area. The rest are kind of in-filled. To try to get them off the highways—because we all preach getting everyone off the highways—if we don't have the alternatives, we are just kidding ourselves.

Two employment centers, which we see here in Hacienda and Bishop Ranch, each have 25,000 employees working at them. We are working with telecommuting, rail, and every way we can to relieve the congestion.

Thank you, Tom.

Mr. RAHALL. Do any other members of the subcommittee have questions?

Mr. KIM. I would like to make a comment that I agree with Mr. Mineta that Mr. Baker does have an excellent sense of humor and is an effective speaker.

Mr. BAKER. Thank you.

Mr. RAHALL. Thank you, gentlemen. Thank you, Bill.

The subcommittee will now hear from a panel including another dear colleague of ours and good friend, the distinguished gentleman from California, Hon. Matthew G. Martinez.

Marty, we welcome you to the subcommittee.

We will also hear as part of this panel from the Hon. James C. Hodge, Mayor, city of South Pasadena, California; and Hon. Barbara Messina, Mayor, city of Alhambra, California.

We welcome this distinguished panel. We have your prepared testimony and you may proceed in whatever manner you desire.

TESTIMONY OF HON. MATTHEW G. MARTINEZ, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. JAMES C. HODGE, MAYOR, CITY OF SOUTH PASADENA, CA, ACCOMPANIED BY KENNETH FARSING AND ANTONIO VILLARAIGOSA; AND HON. BARBARA MESSINA, MAYOR, CITY OF ALHAMBRA, CA, ACCOMPANIED BY JULIO FUENTES, CITY PLANNER

Mr. MARTINEZ. Thank you, Mr. Chairman.

To begin, I am glad to see Mr. Tucker on this committee because I am sure that being from Los Angeles he can attest to the fact that there is no time of the day that you don't travel in Los Angeles when you see tremendous gridlock. Especially, since he is from a part of town that has suffered some real devastating setbacks in their ability to move transportation to and from the different parts of the county with the devastation from the earthquake.

Mr. Chairman, for over 30 years, there has been approximately a 4.5 or 5-mile gap—depending on whose measurement you look at—in the Long Beach Freeway, Route 710. This gap is a direct result of the obstinance of one city and one city only, South Pasadena. Mr. Chairman and members, all surrounding cities, Los Angeles County, and the State of California support ending the legal impasse created by South Pasadena. I am really looking forward to the completion of the 710 freeway.

It is absolutely ridiculous that South Pasadena has failed to even slightly move toward reaching an agreement that will end years of traffic congestion and local gridlock. It is frustrating that this city has been given considerations that other local cities have been denied as far as being an active participant in freeway design and planning insomuch as it was guaranteed that any planning and design of the freeway would be in full consultation with South Pasadena and would become a contract with the Department of Transportation of California.

Regardless of these gestures, the State of California and South Pasadena are no closer to reaching an agreement than they were 30 years ago. This is not an issue that just affects South Pasadena, but rather the incomplete roadway restricts uninterrupted traffic both north and south and east and west for millions of southern Californians. Practically every other city in Los Angeles County has shouldered the burden of responsibility for providing transportation thoroughfares.

Our other cities have recognized the importance of regional transportation and have agreed to allow sections of southern California's transportation system to pass through their jurisdiction. It is time for the city of South Pasadena to recognize the importance

of transit and accept its responsibility as a local city in Los Angeles County by giving its nod of approval on a section of the roadway that may inconvenience some citizens but will benefit millions of others. They will become good neighbors in the community of cities in which they live.

On November 18, 1964, the California Transportation Commission approved adoption of the 710 Freeway Meridian Route, a highway project that would finally complete a roadway gap in California's highway system. From that November in 1964 until today, South Pasadena has used every legal avenue available to stall the completion of the 710 freeway.

In 1980, as an elected State official in the State Assembly, I authored and saw enacted into law California State Assembly Bill 1623, which modified section 100.4 of the California Street and Highway Code. This legislation addressed the provision of the California law stating that any freeway project to be constructed through a city requires the California Transportation Commission to enter into a freeway agreement with that city to govern the closing off of streets, freeway ramps, and construction areas. South Pasadena used this provision to help block the completion of the 710 Freeway.

It was my belief at that time and continues to be my belief today, that the decision to build or not to build the 710 Freeway, or any other extension, should be based on transportation needs and environmental concerns. That is why I drafted AB 1623 which prohibits one dissenting city from stopping the forward progress of a needed transportation project. This was accomplished by making the signing of a freeway agreement a non-requirement for an otherwise federally and State approved transportation project.

This provision was later repealed in the California courts by a ruling that stated AB 1623 contained a sunset provision. There was no such sunset provision in that law. This ruling is being appealed on the grounds that there was no statute of limitations included in that bill. I am fully confident that the appeals process will prevail and that AB 1623 will be reestablished as law. And should the appeal fail, my daughter, Diane Martinez—who is a State Assemblyperson at this time—is carrying a bill exactly identical to the bill I carried.

Let me make a little note on this. During the time I carried that bill in the State Assembly, I was in full negotiations with the then mayor of South Pasadena and their representative. They argued—as is their right to argue—from the beginning, but finally came to an agreement with the bill. I had the two opponents in the Conference come on-board as supporters of the bill. The mayor of the city at the time and their representative agreed that the bill was a fair compromise, only to have them later try to get the Governor to veto the bill, an indication that every time we try to reach some agreement with them they then renege on that agreement and attempt to delay the process even further.

Since 1982, I have been a Congressman representing portions of the San Gabriel Valley that have been severely impacted by the lack of the 710 Freeway completion. Until a time when the 710 Freeway is finally finished, the gap that now exists will continue to cause unneeded traffic congestion, pollution, and accidents.

Clearly, the completion of the 710 project furthers the Clinton Administration's transportation and job development goals for the southern California region.

Recently, CALTRANS completed its mitigation review and recommended a course of action supporting the route, a route which takes into account the spectrum of local interest and concerns. I strongly believe that the completion of the 710 project will help put people first by improving travel, boosting the local economy, and furthering environmentally sound transportation options. Specifically, this project would improve traffic flow and air quality within the southern California region—specifically that region which I represent—as well as create, at baseline estimates, 13,000 jobs with the possibility of creating as many as 30,000 new positions in the California State work force.

Since 1964, the California Department of Transportation has studied 25 routes for the 710 project, including a no-build option and seven separate low-build alternatives. After careful study, CALTRANS rejected no-build and low-build routes as unrealistic means to meet California's transportation demands. The final environmental impact statement also indicates that several low-build studies have been conducted and rejected.

Any further delay, especially when based on the submission of impractical alternatives, serves no useful public purpose. This was again made evident when a low-build traffic management plan was submitted by a contingency of the 710 Freeway opponents in the second half of 1993. This last minute plan did not meet the goals of the regional transportation planning and stalled the decision-making process while it was reviewed.

The plan euphemistically was described as a multimodal alternative based on traffic calming and would have terminated the 710 Freeway in the center of a blue collar Latino neighborhood of El Cerino. This option would have dumped 120,000 vehicles per day into El Cerino's streets and in turn would have left the affluent community of South Pasadena isolated from sharing their portion of responsibility for transportation advancements.

The option submitted by South Pasadena carefully called for only a minimum of low-level highway construction and street widening within the limits of their own city and then less than subtly, leave the traffic problems to exist in the already burdened surrounding communities.

The most recent South Pasadena low-build plan should be accurately termed no-build. This plan represents the self-indulgent desires of one city to prevent the construction of a freeway at all costs and foist the burden of a less-than-complete freeway upon the neighboring communities.

Governor Wilson's Administration has persistently directed State officials to take all necessary steps to complete the 710 Freeway through South Pasadena. It has been stated by California's Secretary of Transportation that the Administration feels very strongly that this is an integral part of the regional transportation system and that the State must move forward with its completion. Furthermore, the Los Angeles County Metropolitan Transit Authority recently reaffirmed its support for the completion of the 710 Freeway and stated its support for this route.

An item reiterating the importance of the completion of the 710 Freeway is a situation that recently came to light when sections of all major transportation routes west of Los Angeles were closed at least temporarily due to the earthquake damage. Some repairs for collapsed overpasses and bridges may not be completed for more than a year, thus adding to the already nightmarish transportation problem in and around Los Angeles. The 710 Freeway would have provided an essential north/south highway link just 10 miles east of the city had the 710 Freeway been completed.

I am fully aware of South Pasadena's opposition to the freeway proposal, but the time has come, after 30 years of various bureaucratic and legal roadblocks, to get the 710 Freeway on the road to completion.

I want to thank the chairman and the members of the committee.

Mr. HODGE. Mr. Chairman and members of the committee, my name is James C. Hodge, Jr. I am the mayor of the city of South Pasadena, California, the first city west of the Mississippi outside of Los Angeles to shoulder its burden and allow a freeway within its borders.

Joining me on behalf of our city as well as a host of organizations and community groups concerned with the 710 Freeway Corridor are our city management, Mr. Kenneth Farfsing, and Antonio Villaraigosa, a member of the Los Angeles County Metropolitan Transportation Authority.

We appreciate the opportunity to appear before the subcommittee to share with you our concerns regarding the current plans to extend State Route 710 through the cities of Los Angeles, South Pasadena, and Pasadena. We have provided for you today a South Pasadena briefing book containing my more detailed statement, letters of support from numerous local, State, and national organizations, supporting editorials from the Pasadena Star News and the Los Angeles Times, and the most complete description to date of our non-freeway alternative, all of which we would like to submit for the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. HODGE. The Metropolitan Transportation Authority has stated that in pursuing a freeway solution to our transportation problems, monies to even complete property acquisition will not be available until the year 2013 with completion of the freeway expected between the years 2020 and 2025.

These statements were made not yet understanding the full impact of the recent Northridge earthquake, the Nation's most costly natural disaster. The human cry has been heard in California that we must make safe what highways we have before investing in any new route construction. This only further dims any freeway proponent's expectations of ever seeing completion within any of our lifetimes.

Thus comes the question, Do you simply want a freeway, or do you want to realistically solve the transportation problems that confront us?

I come before you today with a solution, the multimodal low-build alternative. This can not only be realized before the turn of the century, but it also has the capacity to be self-funded.

Among other things, our proposal would provide immediate relief to existing congestion while allowing for future growth; it could be built in but a few years; it could be built at a fraction of the estimated cost to complete Route 710; it would create permanent jobs now; and it would limit and make more acceptable environmental impacts. Best of all, our proposal would enhance or protect the existing well-being of all the communities and would free up critically needed State and Federal funds for much higher priority and non-controversial projects in the region such as State Route 30, the Metro Red Line, the Pasadena Blue Line, and the Alameda Corridor. In fact, simply utilizing the proceeds from the sales of properties currently owned by CALTRANS within the Route 710 Corridor would be more than adequate to fund the multimodal low-build alternative.

Our critics have stated that this is only a delaying tactic to put off the freeway. Nothing could be further from the truth. The courts have consistently sustained our claims and the CALTRANS director has termed our proposal as a sincere effort to solve the transportation problems we share. I must ask, Why would we commit the limited time and resources we have to this proposal simply to delay when even the California Transportation Commission has stated that the freeway is over a generation away?

To this end, we seek the support of the subcommittee to undertake a low-build mediation approach such as that offered by the city of South Pasadena with the aid of representatives from our surrounding communities. Consequently, we firmly oppose any action to include extension of Route 710 as a freeway in the National Highway System.

On behalf of the citizens of South Pasadena, we sincerely appreciate the opportunity to testify in this matter.

I would like at this time to yield to South Pasadena's city manager, Ken Farfsing, who would like to use a portion of my time.

Mr. FARFSING. Thank you, Mr. Chairman and members of the subcommittee.

I have had a chance to review today's testimony. I feel, contrary to what you have received, the Federal Advisory Council on Historic Preservation was not part of the mitigation committee. They believe the historic impacts are understated and unacceptable and refer the freeway to the Federal Council on Environmental Quality. Their significant concerns are outlined in these letters I have to submit for the record.

Also contrary to what you have before you, the mitigation committee was far from complete or fair. The committee did not include all interested parties, but actively worked to exclude interested parties and did not finish its charter. The committee was forbidden to discuss non-freeway solutions. CALTRANS has rejected significant recommendations that now threaten schools and public safety.

This is documented in letters that I would also like to submit for the record.

Contrary to what you have been told, the Department of Transportation's critique of our multimodal plan is a draft and for good reason. It incorrectly models the Pasadena-Long Beach Blue Line a parallel project through South Pasadena. CALTRANS itself says that traffic will not dump into El Cerino, as has been portrayed, but El Cerino would be protected. It contains an unexplained projection that 40,000 cars will travel to one location in Alhambra. This is fully one-fifth of the proposed freeway's traffic. We are disappointed the draft was released prematurely, but pleased that it represents the best of the flawed arguments against a superior and sensible alternative.

Finally, you will hear today about 29,000 future jobs this project would generate. First, 11,000 jobs will be construction jobs in the year 2013. Then after the year 2013, future nodes of development will grow around the freeway. Proponents speculate 3,000 jobs will occur on 110 acres of these future nodes, 50 of which already exist in Alhambra and are currently redeveloping without the freeway. The remaining 60 acres are more future nodes for offices and apartments along the entire freeway.

The remaining 12,000 jobs, claim the proponents, will be caused by future undocumented ripple effects after the year 2025.

We do know one thing: that 3,000 residents will no longer shop at local stores when their homes are raised for the freeway. This is why service labor unions oppose the project.

What we do know is that 3,000 people will be displaced, including 25 percent senior citizens, that El Cerino will also be destroyed.

Thank you, Mr. Chairman.

Mr. HODGE. Mr. Chairman, I would also like to recognize Mr. Antonio Villaraigosa, a member of the Metropolitan Transportation Authority, and would like to have him make a few comments for the balance of our time.

Thank you.

Mr. VILLARAIGOSA. Thank you, Mr. Chairman.

The Northridge quake demonstrated to us residing in the greater Los Angeles area the need to diversify our transportation system. We can no longer rely solely on freeways to move people and goods. Metrolink ridership grew from 1,000 people per day prior to the quake to 9,000 persons per day after the quake interrupted the freeway system.

The proposed 710 Freeway route is a transportation redundancy of the track from our $900 million Pasadena light rail investment. This redundancy is reinforced by State Department of Transportation network models that show minimal congestion relief to our local freeways. One-half a lane on Interstate 5, a parallel freeway route, will be freed at rush hour. Even lesser benefits on local street congestion will occur with the proposed 710 completed. One is left questioning the cost effectiveness of this proposed $1.1 billion Federal and State investment.

The 710 as a freeway is not worthy of NHS designation. It is now subject to Federal Council on Environmental Quality Review, which is taking a serious look at a practical, low-build, multimodal alternative. It has no local funding.

As a member of the MTA, it is my understanding that under the best of financial outlooks, construction would not begin for another

20 years, completion being 30 years away. What will this do to the real costs? It affects ISTEA principles of multimodalism and regionalism by banning trucks and eliminating freeway interchanges. There is clearly eroding regional support for the 710. Cities are reexamining their past support with the elimination of trucks and new and higher priorities, like the Alameda Corridor and the Red Line eastern extension.

The time has come to move to practical and economical solutions rather than stubbornly hold out for an expensive 710 Freeway of dubious value. The region has moved beyond the 710 with investment in light and heavy rail, bus systems, rail/freight corridors, and smart streets. All of these transportation modes survived the Northridge quake intact. Let us be as smart as our streets and not build a redundant 710 Freeway. Let us learn the powerful lessons of the Northridge quake.

Ms. MESSINA. Good morning, Mr. Chairman and members of the committee.

I am Barbara Messina, mayor of the city of Alhambra. I represent currently 17 cities that have supported resolutions calling for the completion of the 710 Freeway. This is truly a number one regional—I would like to emphasize regional—issue. This is not a local issue.

I currently sit on the SCAG Regional Council and this is in their plan. MTA has also come out in support of this, as have numerous other groups. I have submitted to you for your use a lengthy detailed booklet that outlines everything. So in the interest of time I will hit only on bullet issues to go over my statement.

Designed as the county's primary north/south corridor, the Route 710 has since its inception in 1957 failed to connect north and south. It ends 4.5 miles early, forcing cars and trucks onto a maze of congested surface streets through numerous communities.

The 710 Freeway has been studied and restudied. I don't think that there has ever in history been a project studied as much as this has. Over 55 mitigation measures have come out of that.

I would like to correct South Pasadena that CALTRANS' report is not a draft. As of yesterday, it is in final form. So it is clearly the end result of CALTRANS' study of this. It is their final report and no longer a draft.

CALTRANS has analyzed 24 possible routes hosting countless public meetings in and near South Pasadena. As a result, a mitigation committee was formed and for 9 months went over every possible detail, mitigated issues that were concerning the South Pasadena area, while continuing to meet its goals. Recommendations for significantly downsizing this project came out of that, saving nearly 400 more historic homes. The cut and cover tunnels were increased from one to four. The interchange was eliminated. So South Pasadena's concerns were truly addressed. CALTRANS has agreed to almost all the recommendations.

In contrast, the recently resurrected multimodal low-build plan does not address any of the concerns that the freeway raises. The low-build fails to meet our regional needs in the areas of traffic safety and congestion, air quality, mobility, and fuel consumption. CALTRANS, as I indicated, has released its reports and has put thumbs down to their report.

Allow me to describe just a few of the problems CALTRANS found with the low-build plan. If we choose to build the low-build option rather than completing the freeway, vehicles travelling the 710 would drive 700,000 more miles every day emanating 6,000 more kilograms of carbon monoxide. The low-build options would force us to spend 75,000 more hours in our cars rather than would a completed freeway. Also, it has proven that it would definitely worsen the amount of traffic than the freeway, and it would increase from 59 percent to 121 percent more.

The low-build plan derives almost all of its benefits from completion of the Pasadena Blue Line, a concept that defies logic since the Pasadena Blue Line is an east/west facility that will not serve the 710 corridor. In addition, I would just like to state that we support all the other options that are mentioned. We do need all the other bus and rail. But that is not in place of completing this gap.

The gap is part of a very integral freeway system that was never meant to have that gap. I was always taught that when you start something you finish it. That is all we're looking for is to complete this gap.

As our system is laid out in southern California, we are completely dependent—and if the earthquake has shown us anything, it proves how vital our freeway system is to us. Because of the way our region is laid out, people live in one area of the region and work in another. So it is very important that we have these alternatives available for people to commute.

The most disturbing feature of the low-build is that it will force more than 100,000 more vehicles every day into El Cerino, a community which South Pasadena says that it wants to protect. The low-build clearly dumps more on El Cerino. When you have a chance to go through our report, it will show you that relocation costs that will be available to people living in El Cerino will avail them the opportunity to accumulate enough money to purchase a home. They will be able to be first-time home buyers. Because of the economic benefits, the 710 supporters include both labor and management organizations.

The gap will improve our health as well. Today the respiratory ailments are the number one cause of our schools' absences in the city of Alhambra. We have four elementary schools that are on the path of the streets with all the traffic, as it dumps out of the freeway onto our surface streets. On the playgrounds, the kids there just inhale all these fumes of the stop-and-go traffic. It really has increased our absentee issue.

I will yield to my city manager, but in closing, I would just like to read from CALTRANS' final report.

"The results of the CALTRANS' analysis clearly indicate that the low-build alternative is a better transportation strategy in reducing congestion and promoting carpool vans and improving air quality and enhancing safety, reducing accidents, and increased mobility for the region. The low-build plan would be very useful as part of a mitigation plan for local development and construction. The proposed low- build plan provides for some limited local benefits, but it does not meet the regional mobility needs which will be solved by the proposed Route 710 extension."

I would just like to mention that Councilman Richard Alatorre, who is chairman of the MTA, very much representing the city of Los Angeles and the MTA, does support this gap closure.

Thank you.

Mr. FUENTES. Thank you, Mr. Chairman.

This morning I would like to present for your review some photographs that our staff took the other day regarding the traffic congestion on the Fremont Avenue route. These will show you that on a daily basis our community is absolutely impacted by the incompletion of the freeway. The fact of the matter is that it is a situation that has been going on for 30 years.

As you can see from the photograph below, that is the off-ramp that basically goes into the valley. It is congested daily. The traffic moves at a snail's pace. This traffic has to filter onto the local surface streets so that they can travel northerly to get to South Pasadena and Pasadena.

The photography above with the Union 76 station again is a photograph taken on the corner of Valley and Fremont. As you can see, it is bumper-to-bumper. This is the way it occurs every morning and every afternoon.

As you can see from the concern of traffic, our neighbors to the north, South Pasadena, have had these barriers installed on some of their local surface streets. These barriers separate El Cerino and South Pasadena and restrict the flow of traffic in a northerly and southerly direction.

So everyone is certainly impacted and anything this committee can do to help alleviate the problem by completing the freeway would be greatly appreciated.

Mr. RAHALL. Thank you.

The Chair recognizes the full committee chairman.

The CHAIR. As has already been pointed out, this is something that goes back to 1964 in trying to get some solution on this. Later on, I guess we will have some representatives from MTA coming in as well. I think there will probably be some questions asked of them relative to this as well.

I just want to thank Marty and Mayor Messina for coming in. For the first time now, as I understand it, we have a letter from Congressman Moorhead taking a position in opposition to the completion of this gap. It puts before us a difficult problem in terms of this whole issue of those who are proponents of gap closure and those who testify in opposition to this in going to an alternative, low-build approach.

Again, I appreciate your presentation, but we will need to leave it up to our committee and subcommittee folks to take the Herculean jump—I guess you might say—to decide which way to go on this.

Thank you very, very much.

Mr. RAHALL. Let me ask a few questions very quickly.

As I understand it, CALTRANS has recently proposed the banning of trucks on the proposed 710 extension. If that is accurate, do you agree with that proposal?

Mr. MARTINEZ. Are you talking about the proposed ban as it is now, or once it would be completed?

Mr. RAHALL. Once it would be completed.

Mr. MARTINEZ. I think that was done in concessions with South Pasadena, and I do not agree with it. As the freeway would be designed now, it would be to the least inconvenience to South Pasadena as much of it would be underground. Above that would be ornamental and decorative parks and whatever would be asked for by South Pasadena.

The point is that the Long Beach Port Authority for years has been supporting and affirming its support for the completion of the freeway, because it is an alternate route to the San Diego Freeway to get to the Long Beach Port Authority, a very desperately needed route.

Let's go beyond just that, though. Envision, if you will, the amount of taxpayer dollars that have been spent on the Long Beach Freeway and the amount of traffic the Long Beach Freeway carries only to dump out four lanes of traffic into one and two-lane streets. Just think about it for a second. Here again you have millions and millions of taxpayer dollars expended coming to an abrupt end in two cities—Pasadena and Alhambra—creating havoc not only for them, but as you saw by the pictures of the barricades, havoc for the citizens of South Pasadena. Yet you have obstinate people who refuse to see that for a little inconvenience for a short period of time all the problems would be eliminated.

Mr. RAHALL. In light of the Northridge earthquake, do you believe the MTA should review the relevant seismic and environmental issues before deciding to pursue the Route 710 as currently proposed?

Ms. MESSINA. I think the earthquake has proven one thing to us—that we desperately do need and depend on our freeway system. We never contended that the seismic retrofitting should be in place of—and testimony to the current standards of freeways being designed is the Century Freeway, which was just opened. That did not have any problems.

I would assume that any freeways being built now would be to those standards. We definitely do support the retrofitting of all the substandard. It was never meant to be one in place of the other.

Mr. RAHALL. Mayor Hodge, is Route 710 considered a high priority issue by those responsible for transportation matters in Los Angeles? Is it a high priority with the MTA?

Mr. HODGE. As a matter of fact, Mr. Chairman, I believe communication sent to you by the MTA discusses funding concerns in the Los Angeles County area. They don't include the 710 Freeway on that list. Route 30 is their top priority. Nowhere is that to be found within that communication.

In addition, there is information that the MTA has not even suggested that property acquisition could be completed until the year 2013. So they are not at this time considering that a high priority issue.

I would be remiss if I failed to address the fact that the truck ban on Route 710 extension was one of the primary recommendations of the mitigation panel, which Pasadena and El Cerino strongly lobbied for. When a committee made up primarily of freeway proponents sat and looked at the impacts more closely, they unanimously agreed to this truck ban. That would call into question the viability of that as a real regional solution to any transpor-

tation problems would cause the cities like Long Beach to reevaluate whether perhaps other priorities like the Alameda Corridor would better serve their needs.

Mr. VILLARAIGOSA. In addition, Mr. Chairman, the MTA did not specifically endorse the CALTRANS current proposal. Instead, what happened at the CALTRANS recently was that the MTA supported a resolution for an appropriately mitigated project which could include a multimodal alternative. They did not specifically endorse the CALTRANS current proposal.

Ms. MESSINA. I would have to disagree with that statement. I am not going to get into a match here, but there is definitely a difference of opinion as to what is being—

Mr. RAHALL. As the chairman said, we will have the MTA people up later and I am sure there will be some questions asked of them.

What is the difference in time frame as far as the low-build approach?

Mr. HODGE. Mr. Chairman, there is a funding mechanism within this proposal that we have. CALTRANS owns properties within the corridor and outside the corridor when the route previously had taken another turn. If those properties were sold and perhaps a mechanism created to allow those funds to be used specifically within this corridor, that would perhaps entirely fund the low-build proposal and it could be done before the turn of the century, certainly very shortly thereafter if there were major construction projects such as an extension of the Long Beach Freeway north to create a more smooth transition rather than the awkward one created when it was brought to that unconsidered terminus.

As I mentioned earlier, the freeway proposal would not even get into a construction phase until the year 2013. They have said that it would be 2020 or 2025 before any of us would ever get our wheelchairs on that freeway because we would be so old that we couldn't even drive.

Ms. MESSINA. Mr. Chairman, all we are asking for is that the environmental review process be allowed to take its course. We have come this far and we just feel that the record will speak for itself on this whole project. That is mainly what we are asking for, that the process be allowed to take its own——

Mr. MARTINEZ. Mr. Chairman, let me remind the members of the committee and the chairman himself that in talking in terms of how many years it will take, if it had not been for South Pasadena, the freeway would have already been built and at a hell of a lot less. The longer we delay the higher the costs are going to be.

But eventually, people will come to understand that there is no way to satisfy the regional needs and complete the link in the freeway infrastructure in Los Angeles County without this link being completed. It is a complete denial of the citizens that have suffered and had freeways built through their communities to have one community set itself above all the other communities just to keep itself from having what has been described as the most environmentally perfect design that has ever been created.

The city of Monterey Park didn't want a freeway—the Pomona Freeway—going through the bottom part of its city, either. It fought like the devil. Of course, we were poor citizens without political clout and we weren't able to deter that freeway from being

built. But the agreement we received with the freeway included sound walls and sound barriers. You know when those sound walls and sound barriers were finally built? Never. Never. But at least in this circumstance, the way I passed my bill ensured that any development design agreed to by South Pasadena would be a contract between South Pasadena and the State of California in the way that freeway would be built. No city could ask for more other than South Pasadena.

Mr. HODGE. Mr. Chairman, I would like to comment that gaps exist throughout the southern California freeway system. We have gaps including the Century Freeway through Norwalk and the Pacific Coast Freeway through Santa Monica and the Glendale Freeway—frankly, all gaps don't have to be closed. There has to be some reasonableness.

I am asking for this committee to make a decision to save $1.1 billion that can be used on far higher priority transportation issues within the southern California area and allow a project that can satisfy the current and anticipated future transportation problems in that corridor to be self-funded.

Thank you.

Mr. RAHALL. My time has expired.

The gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Thank you, Mr. Chairman.

I would like to say that this has been a fascinating issue to learn about. I can't help but—and I would be willing to say that this may not be a correct observation—I don't know that this is necessarily the right forum to try to resolve this sort of a dispute at the end of the day. I represent people in Wisconsin who would just as soon not spend money in California and make more available for us.

Until you can straighten out your problems in California, why we should try to impose something on you is hard for me to understand. But I can see the anxiety that constituents and others have in the frustrating delays and having made sacrifices themselves to try to come up with something that meets the needs of a whole region rather than just one community.

I just hope that the State of California or CALTRANS or whoever is the best for working this regional problem out does do that. If there is something we can do to make sure that it is addressed by the proper authorities in that area, that is fine. But how we should look at it from a national point of view to try to sort things out in your region is a question I would like answered.

Ms. MESSINA. We are just asking that the Department of Transportation be allowed to do its job and complete the review process. That is all. We feel that is where it should be completed, in the Department of Transportation.

Mr. PETRI. The United States Department of Transportation?

Ms. MESSINA. Yes.

Mr. PETRI. Why not California?

Ms. MESSINA. It is already finished there. They have sent their recommendation to the FHWA now.

Mr. PETRI. What did they recommend?

Ms. MESSINA. They put thumbs down to South Pasadena's low-build approach.

Mr. FARFSING. Excuse me, Mr. Petri. I did want to explain. There is one thing we are asking for, and we really are asking that the Federal Highway Administration work with CALTRANS and the surrounding communities in coming up with this multimodal approach. The project is far from approved. It is not approved at the Federal level, if you look at the information in terms on the Council on Environmental Quality referral process and your own EIS process. It is not finished at the State level, either. A route has not been adopted by the California Transportation Commission.

Mr. RAHALL. Do any other members of the subcommittee desire recognition?

The gentleman from California, Mr. Tucker.

Mr. TUCKER. I guess I should make a couple of concrete comments, Mr. Chairman.

To all the distinguished panelists, thank you for testifying and certainly providing for us both sides of a very important issue. Being a former mayor of southern California in the Compton area—which does abut the 710 freeway—I am very concerned about this issue and of course extremely informed on the issue.

I would like to see some resolution to this very longstanding issue come very soon. I am certain that this subcommittee will do a lot to be helpful toward that end. I am certainly going to do all I can from my office to come to a resolution of it.

A couple of questions come to mind and I would like to address this to either my colleague or Mayor Messina in reference to the issue of truck traffic. We were talking about the four lanes dumping into the two lanes that is presently the case. One of the big issues I am concerned with and that this subcommittee is concerned with—in fact, by next week we will be having NHS hearings as to some of my constituents—not only MTA but the mayor of Los Angeles and others—testifying about the Alameda Corridor, another project of no small proportion.

Indeed, I am concerned as to how this issue of the completion or non-completion of the 710 Freeway would be impacted by what I hope is an eventuality, which is that Alameda Corridor, and how the increase of what I would imagine be truck traffic relate to the 710 Freeway—either the completion of it or the lack of completion of it.

Mr. MARTINEZ. Truck traffic and the freight that it carries is one of the most important things to California's vital economy. But I have had a negative bias toward trucks on the same freeways that cars are travelling. You only have to look at the national statistics to see the kinds of accidents that are caused by truckers who violate the speed laws and all other kinds of laws because they are in a hurry to get their shipment to where they need to get it. Understandably, they want to deliver because they get paid when they deliver and the more they deliver, the more they get paid. That is their motivation and incentive.

But the problems they create—I have always believed that the trucks shouldn't be on the same freeways as the cars, basically. But that is not a reality.

Actually, I would believe in super highways that would accommodate only the trucks if we could have the money that we could build them and then accommodate the rest of the traffic on the

freeways as we know them now, or express lanes like we have for high occupancy vehicles for trucks—something that would keep them from mixing with traffic. But as I said, that expense is something we can't afford at this particular time.

So being the realities that exist, we must keep those trucks moving. To deny them access to freeways and that mode of transportation I would think is next to impossible.

The fact is, though, that you could route people. If you had an alternative route, you could keep the car traffic on the one route and let the bulk of the truck traffic on the other route and express lanes for truck traffic. That would be a viable alternative. But if you don't have something that links—you understand that when trucks move they like to move in one simple thoroughfare all the way through to their destination. They don't like to go on surface streets.

The maneuverability of a truck—and as you saw in that one photograph where the trucks actually end up on a freeway, sometimes inadvertently because they didn't realize that this kind of a freeway would come to an abrupt end in a small community and end up there—some they know it and they take their chances because the only way they can get through is to get off on that freeway and find their way in some way up to the connection to the Foothill Freeway or the Pasadena Freeway.

But that being what it is, I don't see how you can deny them access. Rerouting I think you could probably accomplish if the freeway were completed. Without it being completed, I don't see how you could do anything about it.

Ms. MESSINA. I would like to make a comment and then yield to Mr. Fuentes, who can give you the particulars.

The director of CALTRANS had met with the trucking association who did have a concern about that. To my knowledge, they did resolve the issue to both their satisfaction. It is not an out-and-out ban.

Mr. Fuentes will elaborate on that.

Mr. FUENTES. The issue regarding the truck ban evolved from the mitigation process. There was some concern by members of the mitigation committee with respect to the amount of truck traffic the gap completion would carry.

It was suggested by the committee that they not be allowed to move onto the freeway other than for simple deliveries. So there is not going to be a total ban of truck traffic. They will be allowed to use it to make deliveries and that will occur.

The mayor is correct. CALTRANS has met with the trucking industry that had some concerns, but my understanding is that they have come to a meeting of the minds, there has been an understanding, and that this item will be allowed to move forward. So we think that given the people at the table—the communities at the table—and the fact that they have been in communication with the trucking industry—there has been a satisfactory resolution.

Mr. HODGE. Mr. Tucker, the Alameda Corridor is slated to move approximately 25 percent of the trucks off our freeway system. In addition, the low-build has taken into account the awkward terminus of the northbound 710 at Valley Boulevard and is designed

to move vehicles smoothly off and onto improved surface streets for local deliveries.

But the fact is—and the most important fact—the Alameda Corridor is costing $1.6 billion. This freeway connection would be $1.1 billion. This region is going to be lucky to get that much money for either category. I think these are two potentially competing projects.

We feel the Alameda Corridor is far more important for the regional significance. In fact, it has been called the most important infrastructure project in California, perhaps in the Nation.

Mr. TUCKER. Thank you for those comments.

Thank you, Mr. Chairman.

Mr. RAHALL. The gentleman's time has expired.

Are there any other subcommittee members seeking recognition?

Mr. KIM. Mr. Chairman, I would like to make one comment.

I had the pleasure of meeting Mayor Hodge and also had the honor of touring the area. I was very impressed. I would like to welcome you and your fine presentation.

I have known Mr. Fuentes for a long time. It is interesting listening to both sides of the story. This is the first time I was involved in this kind of testimony with both sides debating each other. Does this commonly happen or is this the first time?

Mr. RAHALL. Our full committee chairman has more experience than I have. [Laughter.]

Mr. KIM. I would just like to thank and welcome you all. Thank you again.

Mr. RAHALL. We thank you all very much for your testimony.

The subcommittee will now hear from another distinguished colleague of ours, Hon. Lynn Woolsey, from the State of California. She will be introducing Mr. David Knight, the transit manager from Sonoma County, California.

Mr. HAMBURG. Mr. Chairman, may I introduce them both?

Mr. RAHALL. Certainly. The Chair will recognize the distinguished gentleman from California, Mr. Hamburg.

Mr. HAMBURG. Thank you, Mr. Chairman.

As we get settled down here, I would just like to mention someone who is here from the first congressional district, the north coast part of my district and a commissioner on the Metropolitan Transit Commission, Mr. Pete Fapiano.

I also have the honor to welcome to the committee room my colleague, Lynn Woolsey, with whom it is a great pleasure to represent north coastal California, and also to her right David Knight, who is with the Sonoma County Transit Authority. They will be presenting to the subcommittee today a park-and-ride project which is certainly consistent with my commitment to get folks out of their individual cars and relieve some of the congestion that is caused by so much individual use of private automobiles on the main thoroughfare through our congressional district, Highway 101, the central transportation artery in northern California above San Francisco.

Welcome, and we look forward to your testimony.

Mr. RAHALL. We welcome you to the subcommittee. We have your prepared testimony and you may proceed in whatever manner you desire.

TESTIMONY OF HON. LYNN WOOLSEY, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND DAVID KNIGHT, TRANSIT MANAGER, SONOMA COUNTY, CA

Ms. WOOLSEY. Thank you, Mr. Chairman.

I appreciate the opportunity to be here today to introduce David Knight, the Transit Systems Manager for Sonoma County, which is located in northern California north of San Francisco across the Golden Gate Bridge. Much of our traffic problem is associated with commutes along one freeway—Highway 101. Highway 101 runs through Representative Hamburg's district down to San Francisco. It is a highly travelled route.

Our goal with the park-and-ride project is to get people out of their single-passenger cars so that we can more efficiently and effectively use that highway corridor. We want the freeways we have to be used more efficiently. We do not want to add more and more of them.

In order to reduce congestion and increase capacity on Highway 101, Sonoma County has proposed adding five new park-and-ride lots along 101. These lots would encourage Sonoma residents to get out of their single-passenger automobiles, and into public transit, or into carpools and vanpools.

We know that these lots will be well used in Sonoma, since those that are currently available fill to capacity early each weekday morning.

The county has spent $1 million to purchase land for the lots and for preliminary engineering and design work. Now Sonoma is asking the Federal Government to help by providing funds for construction of the lots. For a Federal expenditure of $4 million, Mr. Chairman, Sonoma County can complete five park-and-ride lots, providing approximately 800 parking spaces, resulting in reduced congestion, improved air quality, and enhanced safety for Sonoma County and the surrounding region.

I thank you for the opportunity to explain how important this project is to my district.

With that, I would like to present David Knight, who will provide you with the technical explanation of this worthwhile effort.

Mr. Knight.

Mr. KNIGHT. Thank you, Mr. Chairman and members of the subcommittee.

It is a pleasure being here today. I never really expected to be here in this capacity. As a college student, I did serve as a page on the Hill, but never expected to be here as an official testimony giver. Today I feel particularly welcome by seeing all the faces from California who represent our State so well here.

The project we are presenting to you today is five park-and-ride lots that are all in the 101 corridor, which is the spine that runs north and south through Sonoma County. It handles about 112,000 average daily traffic with considerable congestion without commuters to the south, primarily, and commuters to the central city, which is Santa Rosa.

Many of the areas that we are proposing are high growth areas with no current public park-and-ride lots of any sort.

Our local congestion management plan calls for this system as mentioned by Ms. Woolsey as a major part of a network to improve

the use of the highway system in this corridor. The travel models that we have conducted show that one out of every four trips in our county ends up in some way on this particular highway. It is such a vital spine throughout the county.

There are many benefits, as we have pointed out in our report to you. Basically, we are showing a cost/benefit ratio of 2 to 1. For every dollar you invest, you will get $2 returned every year. For $4 million, we are showing an $8 million benefit in terms of air quality, emissions reductions, improved safety, energy savings, and time behind the wheel saved, as your criteria points out.

We would also like to show you that there is a commitment already on behalf of the local governments to fund these projects. We just need a Federal stimulus to get this moving faster. Currently, the Board of Supervisors has committed the match funds, which would come from a special vehicle registration fee that we have in Sonoma County, a $4 fee imposed on every registered vehicle, that is used to promote air quality type projects. They have committed funding to this. The problem is that it is not enough to do the whole project.

So we are ready to go. We have acquired the land for most of these projects and are prepared to move quickly on implementation on part or whole of what is proposed. I think our report outlines most of the details that your criteria pointed out on what you're looking for in projects. I welcome you to take a look at that and present any questions you might have of me.

Mr. RAHALL. Thank you very much.

Chair Mineta.

The CHAIR. Thank you very much.

Let me just welcome our very fine colleague, Lynn Woolsey, and Mr. Knight. As was indicated earlier, the work that Lynn has done as well as the work the transit district in that service area has really performed very well.

We appreciate the testimony very, very much.

Mr. RAHALL. Any other questions from subcommittee members?

Ms. WOOLSEY. Mr. Chairman, before we excuse ourselves, I would like to point out that this is something on which we are in total agreement within our district. There is no controversy. We also have two representatives in the House that agree that this is a very important project.

Mr. KNIGHT. If I could make one comment as an observation, I talk to many people who say that they don't like to be in split districts where they have two different congressmen. I feel lucky to have Congressman Hamburg on the north and Congresswoman Woolsey on the south. It really presents a strong two-voice rather than one. For us it is an added plus in our area. I would like to thank both of them for their help on this.

Mr. RAHALL. Thank you, Mr. Knight. I will add that they are both very effective representatives of your area, too, and very well respected here in Congress.

Ms. WOOLSEY. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you.

Our next witness is the distinguished gentlelady from the State of Washington, another dear colleague of ours and good friend, Hon. Jolene Unsoeld.

Jolene, welcome. You may proceed as you desire.

TESTIMONY OF HON. JOLENE UNSOELD, A REPRESENTATIVE IN CONGRESS FROM WASHINGTON

Mrs. UNSOELD. Thank you, Mr. Chairman.

I thank you for the opportunity to express my support for some of the transportation projects that are vital to southwest Washington.

In the interest of time, I am only going to concentrate on one project, the south/north corridor project, which is a major initiative between Portland, Oregon and Vancouver, Washington. Don't worry, these people are not all going to talk. But I wanted you to know how vitally important this is that I have two county commissioners, the immediate past chairman of the Chamber of Commerce and now the EDC head, and Les White, who is with C–TRAN. Thank you very much.

Mr. Chairman, I have gotten hooked on a philosophy of "ecosystem approach to managing natural resources". We have the forest resources, the fishery resources, and I want to start applying it to transportation resources because the project that I have come here to talk to you about involves bringing together into a single metropolitan area, for planning purposes, which is divided by the Columbia River. But the two areas are linked by two interstate bridges.

These bridges are being absolutely overwhelmed by the automobile. In fact, they are both going to reach capacity by the year 2000. It is expected that with more than 500,000 people anticipated to be moving into that region in the next 20 years, the traffic, the air pollution, everything is going to get worse and not better.

The south/north corridor project is a bi-State initiative to avoid that impending traffic and air quality crisis by providing a high capacity transit link between Clackamas County, Oregon and Clark County, Washington. It has received Federal approval to begin the alternative analysis process and a draft EIS is scheduled to be completed next year.

To give you an indication of the support that exists in the region, both Washington and Oregon legislators have demonstrated that this is a priority. The Washington Legislature appropriated $9 million to study high capacity transit along this corridor. The Oregon Legislature contributed $2 million for the current alternatives analysis. And in addition, the Portland area voters have approved $15 million in general obligation bonds to finance engineering and environmental studies.

Mr. Chairman, this dramatic growth in our region is a given. We can either plan for it or we can be overwhelmed by it. Without high capacity transit on the south/north corridor, many things are certain: the congestion is going to get worse, air quality is going to further deteriorate, and economic growth is going to get stifled. Transit service will become less reliable and our growth management goals will not be achieved.

To you, Mr. Chairman and members of the committee, inclusion of this language which I have requested is not going to involve Federal funding at this time. That ought to be a plus. It would indicate a Federal commitment, however, to the cooperative and far-sighted

initiative. I do hope that this committee will give south/north corridor and my other important projects included in my written testimony careful consideration. But this one is tops.

Do you have any questions, Mr. Chairman?

Mr. RAHALL. Thank you, Jolene.

Would you like to introduce those with you?

Mrs. UNSOELD. This represents a powerful group that have come this distance to plead with you to help us create this south/north corridor for planning purposes and ignore that Columbia River.

Mr. RAHALL. Thank you very much, Jolene.

I recognize our full committee chair.

The CHAIR. I would like to welcome our fine colleague. Thank you very much, Jolene, for your presentation.

Mrs. UNSOELD. Thank you, Mr. Chairman.

Mr. KIM. You are not seeking any Federal funding, but you are looking for a Federal commitment. Would you elaborate on what you mean by a commitment?

Mrs. UNSOELD. It is not the usual thing to have a transportation planning area to include more than one State. We believe that it is more efficient, that it will benefit not only transportation dollars in the long run, but the people in the area to treat it for planning purposes as a single entity.

Mr. RAHALL. Thank you very much.

The subcommittee will now hear from another dear colleague of ours, a very fine representative from the State of Oregon, Hon. Elizabeth Furse.

Elizabeth, we welcome you to the subcommittee. We have your prepared testimony and it will be made a part of the record. You may proceed in whatever manner you desire. Would you please introduce your guest as well?

TESTIMONY OF HON. ELIZABETH FURSE, A REPRESENTATIVE IN CONGRESS FROM OREGON, ACCOMPANIED BY JUDIE HAMMERSTAD, COMMISSIONER, CLACKAMAS COUNTY, OR

Ms. FURSE. Thank you, Mr. Chairman.

I would like to introduce Judie Hammerstad. She is the county commission in Clackamas County, Oregon. She is representing the entire region. She will have a short testimony after mine, Mr. Chairman. Thank you so much for allowing me to testify today.

The authorization of the National Highway System is one of the most important transportation infrastructure investments our country made in the 1990s. It will have a very significant impact on my home State of Oregon. I want to take a moment, Mr. Chairman, to thank Congressman DeFazio for the attention he has given to this issue. He has been a constant source of encouragement and good counsel to this new Member. I want to pay him special thanks.

I would like to focus today, Mr. Chairman, on one particular project, the Hillsboro Extension. As you know, Mr. Chairman, in ISTEA this subcommittee and Congress authorized the full funding grant agreement for the West Side light rail project in my district in Oregon. ISTEA also authorized preliminary engineering and draft environmental impact statement for the Hillsboro Extension, which is expected to be completed next month.

Why is this extension so important? Because the project, working in concert with Oregon's unique land use laws will increase mobile capacity while it will also reduce traffic congestion. Washington County—the county where this project will terminate—is the fastest growing county in Oregon. By providing high quality transit service, we will be able to reduce the level of auto traffic passing through neighborhoods and we will promote efficient use of land use patterns throughout the State.

Does the Hillsboro Extension have popular support? I know, Mr. Chairman, you get lots of people saying it does. I can give you absolutely direct evidence of how important and how popular this is. In 1990, a year of tight budget cuts—as you can imagine—the people of Multnomah, Washington, and Clackamas County went to the polls and passed by 74 percent a general obligation bond measure to provide the local match. It is a supported program. Almost three out of every four citizens decided to put their money on the Hillsboro Extension.

It is very essential to avoid any break in construction. We need to open the Hillsboro Extension for passenger service by September 1998.

In sum, Mr. Chairman, I have requested the Public Works Committee and this Subcommittee for help on this project in two main areas. First, the additional $75 million in section three authority is needed to construct the Hillsboro Extension and ensure the entire West Side light rail project stays on track. That includes some wonderful light rail cars, which we have put on the project, and low floor cars, Mr. Chairman.

Second, I would also urge that you support the north/south language which Congresswoman Unsoeld testified about earlier today. Improving those transportation links is essential and will benefit the entire region.

I would like to close, Mr. Chairman, by saying that the land use planning in the State of Oregon has made this project possible. This project is key to the future for thousands of citizens in my community. The Hillsboro Extension means less gridlock in the fastest growing county in Oregon, less traffic, more liveability in neighborhoods, jobs, and most importantly it means that our roads will be able to handle our future needs without paving over what Oregonians already know is paradise.

On behalf of my constituents, I want to thank you, Mr. Chairman, Chairman Mineta, and all the members of this subcommittee for giving me the opportunity to testify.

Now, Mr. Chairman, I would like Commissioner Hammerstad to add her testimony.

Ms. HAMMERSTAD. Thank you, Mr. Chairman, for giving me the opportunity today to testify on this project.

It is always nice to know if the things you fund work. I am here to say that in the Portland metropolitan region the ISTEA funds have been implemented in the planning of the region and have had a positive impact on our transportation planning and the projects that have been pursued by this region.

Fortunately, the Portland metropolitan region, including Vancouver, has made a decision—and made this decision 20 years ago—to have innovative land use planning that is balanced and in-

tegrated so that it now integrates our water and sewer planning as well as transportation.

The projects that have been authorized by ISTEA are advancing. The West Side light rail project, with its low floor cars—which are in compliance with ADA standards—are the first ones in North America to have been purchased. The Portland/Vancouver region has exercised the flexibility that has been available under ISTEA in developing the financing package for the Hillsboro Extension which Congresswoman Furse just addressed.

Section three new start monies are limited to one-third of the project costs. Another one-third will come from a combination of State and local available surface transportation funds and section nine formula monies. But the remaining one-third will be comprised of local and State match monies.

As Congresswoman Furse said, in 1990 the region passed the largest bond measure in the history of the State, $125 million. In Clackamas County, we also passed this even though we received no direct benefit because it was all going to West Side light rail. We felt that it was extremely important to be regional players and to support what was going on on the West Side because we knew that we also had needs and liveability of the region.

So the south/north light rail project, which is being planned, will be coming next. This is projected to be part of the region's transportation system. As you have heard from your colleagues, this is an extremely important link from Clackamas County, Oregon City, the end of the Oregon Trail, into Clark County, Vancouver, Washington.

The project is currently in the public process with the alternatives analysis being completed in August of this year and the EIS in August of 1995. We hope to have the assistance of this committee to keep these projects on track and an additional $75 million in section three authorization as requested in order to construct the Hillsboro Extension to complete the West Side.

Finally, we request your support for the bill language to amend the program of interrelated projects, which has already been addressed to you.

In closing, on behalf of the metropolitan area, the Portland/Vancouver region, we would like to express our appreciation for the past support from this committee. We urge you to provide the funding authorization needed to enable the region to continue to construct future transit and road projects and for maintaining and improving the planning and funding mechanisms in ISTEA to make these projects become a reality. Oregon has been innovative in looking toward land use planning and transportation integration. We think, as Congresswoman Furse said, that we come from a bit of paradise and we would really like your help in keeping it that way.

Mr. RAHALL. Thank you very much.

Chair Mineta.

The CHAIR. No questions.

Mr. RAHALL. The gentleman from California.

Mr. KIM. Thank you, Mr. Chairman. I do have a few quick questions.

What is the population in the Hillsboro area?

Ms. FURSE. The population of the Hillsboro area—I don't know that exactly. I know the population of the district.

The Washington County area, which Hillsboro is in, is approximately 250,000 in population.

Mr. KIM. And the length of this Hillsboro Extension is how many miles?

Ms. FURSE. It is 6.2 miles.

Mr. KIM. Do you think you have enough ridership?

Ms. FURSE. We have had a wonderful experience in Oregon with East Side light rail. People in Oregon have responded very, very enthusiastically to light rail. In fact, we came in over projected ridership in East Side light rail. We anticipate that by the time the extension is there the ridership will be not only there but enthusiastically there.

Mr. RAHALL. Elizabeth, thank you very much for your testimony and your leadership.

Ms. FURSE. Thank you.

In the true bipartisan nature of this committee, we will now hear from a bipartisan panel of our colleagues consisting of Hon. Doug Bereuter from the State of Nebraska and Hon. Tim Johnson, who is also from the State of South Dakota, and a colleague of mine from another committee, the Committee on Natural Resources, as well.

We recognize both of you to the subcommittee. We have your prepared testimony and you may proceed as you desire.

TESTIMONY OF HON. DOUG BEREUTER, A REPRESENTATIVE IN CONGRESS FROM NEBRASKA; AND HON. TIM JOHNSON, A REPRESENTATIVE IN CONGRESS FROM SOUTH DAKOTA

Mr. JOHNSON. Thank you, Mr. Chairman. It is my understanding that we will each divide the time equally.

Mr. Bereuter and I have worked jointly on a couple of the projects we want to share our concerns with this committee. I am very grateful for this committee's hearing and your work on developing criteria in helping to move along some projects, some of which were partially authorized under ISTEA.

The first project I want to raise with this committee is the Vermillion New Castle Bridge, a bridge which spans the Missouri River between South Dakota and Nebraska, a bridge which was authorized already in ISTEA and has received $8.9 million in Federal appropriations to date. It was authorized under section 1107 of ISTEA.

The total cost of the project is $16.9 million. The Federal share is $13.5 million. So to finish this project, which is already more than half-funded, the design work going on and the land is currently being purchased for, we will need an additional $4.6 million. This bridge is between the largest remaining community on the entire length of the Missouri River without access to the south. It is critically important for the economy of the region. It would link two colleges, would enhance the access to health care resources of the area, and the bridge and its highways are now included on the NHS proposal that this subcommittee is currently proposing. We anticipate actual construction in fiscal year 1996.

The second bridge project which Mr. Bereuter and I share between the State of South Dakota and the State of Nebraska is the Springfield Bridge, which again was authorized under the Surface Transportation and Relocation Act of 1987 and the ISTEA. The total cost of the project is $15.2 million and the Federal share is $12.2 million. The project has already received $7.9 million and we need an additional $4.3 million in Federal funding to complete this project.

So these are two bridges which tie our States together over the Missouri River, which will reduce the need—in the Springfield case—for duplicative Indian Health Service facilities and will spur the economy of that region.

They are more than half-funded. They were authorized, but they need the fuller authorization from your committee so that we can finally conclude these projects for a relatively modest amount of money. But they will each have a significant impact on the economy and the quality of life for both South Dakota and for Nebraska.

A third project which was authorized for South Dakota is a highway corridor called the Heartland Expressway which links essentially Rapid City, South Dakota to highways near Denver, Colorado. It runs through the State of Nebraska. It has received authorization under ISTEA and includes approximately 81 miles in my State of South Dakota.

The South Dakota Department of Transportation has divided this corridor into four segments for construction. Segment one costs $17.6 million, which is being financed under section 1105 of ISTEA, is planned for fiscal year 1995. Segment two is a four-lane divided highway from Interstate 90 to South Dakota 79 in Rapid City and we are requesting authorization of $22.8 million for that segment of the proposed National Highway System.

An additional highway project which I have been requested by the South Dakota Department of Transportation to have initial authorization for—and it is the first project that has not been previously authorized, or at least partially authorized on my list of things that we need to do in our State—is for the Eastern Dakota Expressway to be built in three segments. Phase one would cost $22.3 million to link Huron, one of our larger communities in South Dakota, to Interstate 90. This would cost $22.3 million for a four-lane divided highway.

The project would be fast-tracked by the State of South Dakota if Federal funds were secured and construction could begin within 6 to 9 months once the funding is in place.

A last project I have been requested by our State DOT to ask authorization is a Hell Canyon bridge project in the Jewel Cave National Monument, which is a new alignment of a road through that monument area that is essential for public safety and for the preservation of the environment in this very sensitive area in the Black Hills of South Dakota. The project is $21.7 million and the authorization request would be for $17.3 million for the Federal share of the project.

Each of these projects is discussed in much greater detail in my written testimony submitted for your review. But again, our first two priorities are the two bridge projects which have already been

largely authorized and funded by a combination of work in your committee and the Appropriations Committee. We are very near the funding we need to simply finish these things up and be done with it—$4.6 million and $4.3 million respectively. Then we go to a highway corridor, which was partially authorized under ISTEA. Then to the two projects which have not yet had any authorization whatsoever, but which would be vital contributions to the transportation linkage in the State of South Dakota.

With that, I would turn it over to my colleague, Doug Bereuter, who has worked very closely, particularly on these two bridge projects.

Mr. BEREUTER. Mr. Chairman, Chairman Mineta, and members of the committee, thank you very much for an opportunity to appear before this subcommittee as the full committee prepares its agenda for the year. I very much appreciate this opportunity.

I would ask unanimous consent that my full statement be made a part of the record so that I may summarize to facilitate the deliberations here.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. BEREUTER. I will move to page two for your convenience so that I can discuss the two bridge projects first.

I have worked very long and carefully and well with my colleague from South Dakota on these two bi-State projects. I would like to emphasize to the committee, in addition to what Congressman Johnson has said, that these costs are not escalating. The reason we are asking for additional funds for the Vermillion and the Springfield bridge is because they were cut down initially from the initial request. It is not that we are raising the request. It is simply, you understand, at times we have had to limit those authorizations.

They are both authorized. I think it should be clear—and I hope to make it clear—that it is an 80 percent funding that had been proposed and authorized for both bridges with 10 percent to come, then, from each State in addition to the 80 percent. So you see the request for the Vermillion bridge of $4.6 million authorization to bring it up to the level we originally anticipated it would cost. I am afraid inflation has hurt us a bit, but we are not asking for an adjustment there. In the case of the Springfield bridge, we are asking for $4.3 million.

Actually, I would mention with respect to the latter bridge that this bridge approach area is now in Congressman Barrett's district. Because of redistricting, I have lost that. But I want to continue my effort until with Congressman Johnson we are successful.

Now moving very briefly to projects that are specifically of interest to my State and district, on page one I have outlined for the subcommittee a request for a feasibility study, $500,000 for a feasibility and corridor study for a highway project to include the remaining elements of what would be a circumferential highway around the city of Lincoln, Nebraska, by examining routes that at this point are outside the city limits.

This is a city of nearly 200,000 people. It is my highest request. I wanted to emphasize that.

The second item on page two relates to the National Highway System designation. I do spell out some concerns I have with the map that was submitted by the State—not that we are differing in what we are attempting to achieve, but I do think that the specific identification of the 84th Street highway corridor will create difficulties in the community. It is better to take more recent information which identifies surrogate corridors which are these corridors for the bypass proposal that I have just put before you.

I have that information suggested to you. The State and this Member of Congress will work out any difficulties. We have the same objectives. But I am concerned that we alter those maps before they become a part of the conclusions of this committee and the Congress.

Finally, I wanted to mention that the State of Nebraska's Department of Roads has responded to your 18-question inquiry for other projects that might be eligible for Federal demonstration funding. In particular, under item 2(b) I would like to mention and express my support for projects involving U.S. 34 from a junction of U.S. Highway 2 to a junction of U.S. 81 near York, Nebraska and the expressway connecting Fremont and Omaha, Nebraska. Those are all in the first congressional district, which I represent.

Thank you, Mr. Chairman. Congressman Johnson and I would be happy to answer questions on our individual or joint efforts.

Mr. RAHALL. Chair Mineta?

The CHAIR. Let me again thank both of our colleagues for being here.

Last year, Mr. Bereuter got sort of caught up in the middle of the cross fire between our committee and the Appropriations Committee. With his presentation and other considerations we have, I am hoping to be able to do something for both of our fine colleagues on these projects. We appreciate your testimony and the submissions you have made.

Mr. BEREUTER. Thank you for your generous comments, Mr. Chairman.

Mr. RAHALL. The gentleman from California, Mr. Kim?

Mr. KIM. Thank you, Mr. Chairman. I just have one brief question again.

On this expressway, would you elaborate on what you mean by phase one? Does that mean that phase two and phase three are coming up later? Can you elaborate?

Mr. JOHNSON. Yes, it would.

Another project the South Dakota DOT has identified as important in the construction of the regional trade center proposal for the Eastern Dakota Expressway project—the proposal would connect all population centers of 10,000 and greater to the interstate highway system via a four-lane non-interstate designed highway.

There are approximately 154 miles of this proposal which are economically feasible. The State has broken the regional trade center proposal into three segments for construction. Phase one connects Huron to I–90 at Mitchell, phase two connects the State Capitol to I–90, and phase three connects Aberdeen to I–29. The total estimated cost to construct the entire proposal would come to $130 million.

Mr. RAHALL. Gentlemen, thank you very much for your leadership and your testimony before us today.

I am going to ask that our next two colleagues come forward together, Hon. Porter Goss, a colleague of ours from the State of Florida, and Hon. Paul Gillmor from the State of Ohio.

Gentlemen, we welcome you to the subcommittee. We do have your prepared testimony. Porter, you are scheduled to go first, so we will hear from you first and you may proceed however you desire.

TESTIMONY OF HON. PORTER GOSS, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; AND HON. PAUL GILLMOR, A REPRESENTATIVE IN CONGRESS FROM OHIO

Mr. GOSS. Thank you, Mr. Chairman.

I appreciate the opportunity to be here. I know that you have the testimony and the back-up material that has been submitted. I would ask that my formal statement be accepted into the record and we will save some time.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. GOSS. Thank you very much.

What we have is a proposal. This is the first time this one has come forward. The reason that I held it back was to make absolutely certain that we had full commitment of the local government and State authorities because this is a very expensive project.

This project is called the Midpoint Bridge and Corridor. It joins the largest city in southwest Florida across the river to the new international airport and the new university, which will open in a few years. As most of you know who have been in southwest Florida and those of you who have seen the ads on television will understand, we are among the fastest growing tourist destinations in the world because it is a marvelous place to live and play and be. We are also one of the fastest growing residential and productive areas in our country. We do not have the infrastructure to keep up.

The proposal before you is about $190 million worth of corridor and bridge improvements. We are not asking for $190 million from the Federal Government. We are asking for $30 million from a demonstration project pool, if it is possible. The other $160 million plus is coming from local revenues, tolls, perhaps an ISTEA allocation from the State, and an assortment of other funding which is user-oriented.

The reason for the Federal request is that when we added up all the resources, it turned out that in order to do the project right and stay ahead of the growth curve—which in fact we are now getting behind—we would have to do the project at this level, with these amenities to comply with all the environmental, safety, and other regulations. We came up with a $30 million shortfall and we are coming forward to ask for a demo project for that specific purpose.

Partial to this, we do have some testimony that you can read from the people who do hurricane evacuation. It is a matter of great interest to us. We are in a high hurricane impact area in southwest Florida. The highest point above sea level in my community is 14 feet, and it is a very small point indeed. We couldn't get more than about 1 percent of the population on that. The next

nearest high point is many miles away and we don't have the necessary bridges and roads to get there.

It is one thing to tell people when they move to Florida that, but they just don't believe it until they have seen it. So we do have a legitimate public safety hazard, and that is one of the benefits of this project and the reason I think there is a national aspect to it beyond yet just another local project.

Beyond that, tourism and exchange of payments and balance of payments is a matter of great concern to our national treasury. We do our share, believe me, in southwest Florida in terms of bringing tourist dollars to our country. We have a gigantic and ever-increasing international tourist trade, which is lucrative for the United States of America as well as southwest Florida, to be sure. That is the reason that the airport has gone from a regional airport to an international airport. Even as we speaking, it is in the process of extending runways to deal with direct flights from overseas, to have the tank farms and fuel so that those flights can come in, turn around, and take off fully loaded and go all the way back to Europe or wherever their destination may be.

This is a booming, burgeoning spot and we need some help. I feel very comfortable coming forward now, after having been here for 5 years, while this project has been researched and processed. In fact, it goes well beyond that 5 years because as I was serving in south Florida as a local government official when this project had its genesis.

The amount of approval this project has so far is encouraging. The Coast Guard has gone through the EIS for the environment and we have a complete package that is ready to go, and in my view has no wrinkles or surprises or anything else in it. As I said, for that reason, after 5 years here I feel justified in bringing something that is worthy of your attention to your attention and ask that it can compete with other similar projects to meet the same types of needs around this country.

That is the sum of what this is about, Mr. Chairman. I would be delighted to respond to any questions or provide any additional material you may suggest.

Mr. RAHALL. Thank you very much, Porter. You have responded to all the questions the subcommittee has asked in a timely fashion and we appreciate that, as well as your prepared testimony.

Chair Mineta?

The CHAIR. Let me again thank our very fine colleague, Mr. Goss, for his presentation.

One thing I noticed about Porter's application is that he has withheld this in the past in order to get us. He has had local government support on this. Having been to some other parts of Florida—and I am sure you have experienced this as well, Mr. Chairman, where you can be on the road and all of a sudden have the bridge go up on you. We had this situation on I–95 in Jacksonville where we had the draw bridge go right up on us.

This is a midpoint bridge in the corridor area which will serve that area, including the airport.

Mr. GOSS. In fact, it is the direct link between the largest city in that part of Florida and the airport. It is extremely important to us.

The CHAIR. Thank you very much for your presentation.

Mr. GOSS. Thank you, Mr. Chairman. I appreciate your kind remarks.

Mr. RAHALL. Thank you, Porter.

Mr. GOSS. Thank you, Mr. Chairman.

Mr. RAHALL. Paul, we will now hear from you.

Mr. GILLMOR. Thank you very much, Mr. Chairman. I appreciate the opportunity to testify.

I also want to thank Mr. Traficant for his assistance in squeezing me into what I know is a very, very tight schedule.

I want to thank the Ohio Department of Transportation for their help on behalf of both of the requests that I have.

The best way I can justify the request for the bypasses would be to drive all of you through either of those towns, but since that is not possible, let me just tell you that they are both located at the major intersection of major transportation routes in northwest Ohio, which are ripe for additional development, and which now have serious traffic problems. Coincidentally, they are both located at the intersection of three counties. Both of these requests have the very strong support not only of the Ohio Department of Transportation, but of local officials and businesses.

Starting with the Fostoria Bypass, there are six State and U.S. routes joining together in downtown Fostoria. There are significant rail connections in the area as well. Distribution centers are already flourishing in the area and city planners would like to enhance them with an extensive industrial park along U.S. Route 23.

In an effort to curb deterioration of city roadways, local officials paved all six of the above roads in 1989. But because of the extensive use of the roads, the repairs lasted only a year. A bypass would cut down on this wear and tear and would facilitate the flow of commerce, not to mention ease the ears of truck-weary residents.

Local officials have been working on this project since the late 1960s. It has been studied and it works in conjunction with U.S. 280 river crossing which is in Toledo as well as the I–73/74 project. In fact, local officials testified here last year in connection with I–73/74.

The Bellevue Bypass also enjoys broad support from local residents and officials. There are four State Routes that intersect in the city of Bellevue and it has railroad connections as well. In fact, one of the major problems is a railroad overpass for five sets of track that cross State Route 20, one of the busiest routes just a few hundred yards from the center of town. About half a dozen times each year, trucks get stuck under the bypass and traffic stands still for hours while the truck is freed. Route 20 also bottlenecks traffic because it is one of the most travelled routes and it narrows down to only two lanes at one point in town.

As in Fostoria, the town has a tough time maintaining its roads because of extensive truck traffic. The congestion, the pollution, and deteriorated roads make it hard for downtown businesses to attract customers. The Bellevue Bypass would also be an excellent link to the proposed Ohio Turnpike connection on State Route 4, which is just north of town.

In contrast to these two towns, let me point to Fremont, which is a slightly larger town between these two, which has benefitted

from its bypass. Traffic flows freely, there is far less noise and congestion, and there is easy access to the Ohio Turnpike.

I would be happy to provide any further information the committee might desire.

Mr. RAHALL. Did you say that one or perhaps both of these are part of the proposed I–73 corridor?

Mr. GILLMOR. The Fostoria plan is very close to I–73/74 and could connect with it. They were down here testifying on behalf of it last year. There is the potential, yes.

Mr. RAHALL. And both bypasses are on the proposed NHS as submitted by DOT to us. Is that correct?

Mr. GILLMOR. That is my understanding, yes.

Mr. RAHALL. Thank you.

Chairman Mineta.

The CHAIR. I would like to thank Paul for his presentation here. Thank you very much.

Mr. RAHALL. Thank you very much, Paul.

Mr. GILLMOR. Thank you.

Mr. RAHALL. The subcommittee will now hear from a panel consisting of several individuals, but I will yield to the chair of our full committee so that he may introduce the individuals.

The CHAIR. Thank you very much, Mr. Chairman.

As they are coming up here, we will have members of the Metropolitan Transportation Commission from the San Francisco Bay Area as well as members of the Los Angeles County Metropolitan Transportation Authority. I believe they are all participating on the same panel.

Mr. Chairman, as you know, I am proud to be a representative from the State of California. Here with us today are members of the board of directors of the Metropolitan Transportation Commission from the San Francisco Bay Area, members of the board of directors of the Los Angeles County Metropolitan Transportation Authority, as well as the chief executive officer of the Los Angeles County Metropolitan Transportation Authority. It really represents to me the best in planning.

One of the models I was using in trying to put ISTEA together and talking about MPOs was the Metropolitan Transportation Commission of the San Francisco Bay Area. I see in the audience their executive director as well as two very, very fine board members, the former mayor of the city of San Mateo, Jane Baker, and my very fine colleague from Santa Clara County, Dianne McKenna, a member of the board of supervisors of Santa Clara County.

Of course, from Los Angeles, we have our very fine former colleague, now a powerful member of the board of supervisors of Los Angeles County, Yvonne Burke.

Also we have a member of the board who is sitting in for Richard Alatorre. I want to also welcome John Fasana.

And of course we have Ron Lamb, the executive director of the Greater Los Angeles Transportation Coalition, which is really the Los Angeles Chamber of Commerce.

Here, Mr. Chairman, we really do have two very fine transportation planning bodies. Of course, LACMTA is not only a planning body but it is also an operating body. Of course, again I am very proud to have this panel before us today.

Mr. Chairman, I know we have limited time and I will turn it back over to them for their presentation.

Mr. Chairman, it is back to you.

Mr. RAHALL. Ms. Baker, it is good to see you again, and the many on this panel with whom I have visited in my office as well as in your territory. We appreciate you all being here today.

TESTIMONY OF JANE BAKER, CHAIRWOMAN, SAN FRANCISCO BAY AREA METROPOLITAN TRANSPORTATION COMMISSION; DIANNE McKENNA, VICE CHAIRPERSON, SAN FRANCISCO METROPOLITAN TRANSPORTATION COMMISSION; RICHARD ALATORRE, LOS ANGELES CITY COUNCILMAN AND CHAIRMAN, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY; YVONNE BURKE, LOS ANGELES COUNTY SUPERVISOR AND MEMBER, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, ACCOMPANIED BY RON LAMB, EXECUTIVE DIRECTOR, GREATER LOS ANGELES TRANSPORTATION COALITION, LOS ANGELES AREA CHAMBER OF COMMERCE; AND FRANKLIN E. WHITE, CHIEF EXECUTIVE OFFICER, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY; AND JOHN FASANA, MEMBER, MTA BOARD

Ms. BAKER. Thank you, Mr. Chairman and all members of the subcommittee.

I am Jane Baker, the chairwoman of the Metropolitan Transportation Commission. We are the metropolitan planning organization, as Congressman Mineta said, for the nine-county San Francisco Bay Area, plus the 100 cities in that area.

Joining me is MTC vice chairman, Commissioner Dianne McKenna.

We are talking today about the designation of the National Highway System. It represents one of the most important decisions to be made by Congress in the process of implementing the ISTEA. It is also an opportunity to advance the multimodal principles of ISTEA.

The first step in this important process was taken in December when the United States Transportation Secretary, Secretary Peña, and the Federal Highway Administration, Rodney Slater, unveiled a map of the proposed National Highway System. As part of the National Highway System effort, we were encouraged by Secretary Peña's call for a comprehensive multimodal national transportation system.

Such a multimodal system will be critical to the metropolitan areas attempting to develop strategies to address the problems of urban congestion. Certainly, the National Highway System will be a key component of such a multimodal transportation system.

MTC has developed a set of recommendations to Congress in designating the National Highway System. These recommendations are attached to my testimony for your review.

Primary among our recommendations is in fact the designation of the National Highway System as one milestone in the process of ultimately embracing a national transportation system. In the San Francisco Bay Area, MTC has been developing the concept of a multimodal transportation system at the regional level for some

time. In fact, we first identified such a metropolitan transportation system in our 1991 long-range plan, even before the passage of ISTEA.

This defines a network of streets, highways, transit corridors, freight facilities, and transfer points of a regional significance. That is, these facilities and services that are critical to the mobility needs of the nine-county bay area.

The NTS is not a set of maps to gather dust on a shelf. Rather, the NTS is the centerpiece of our planning, programming, and managing decisions. As such, we submit that our MTS should serve as the basis for defining the bay area's component of the National Transportation System. We encourage the Administration and Congress to pursue a bottoms-up method of developing the National Transportation System by relying to the greatest extent possible on the existing State and metropolitan planning processes. These planning processes are the appropriate forum for the initial work of assembling the pieces of the NTS and for continuing work of implementing the investment and management strategies to maintain an improved system performance.

We appreciate your consideration of our recommendations as you prepare legislation to designate our National Highway System and look forward toward the ultimate development of a comprehensive multimodal National Transportation System.

Your subcommittee is also in the process of considering new authorization for specific highway and transit projects as part of the NHS legislation. MTC has worked cooperatively with members of our congressional delegation to provide information and assistance on project submittal and will continue to furnish advice as needed both to our delegation and to your subcommittee.

Commissioner Dianne McKenna will now address a specific program component of ISTEA which we recommend be amended when Congress adopts the NHS.

Ms. MCKENNA. Thank you.

Good afternoon, Mr. Chairman and members of the committee. As Jane said, I am Dianne McKenna, vice chairperson of MTC and a supervisor from Santa Clara County.

Within the context of the NHS legislation, there are some specific ISTEA program changes that MTC and a number of other metropolitan areas are presently pursuing. This change pertains to preserving congestion mitigation and air quality program eligibility for Federal Clean Air Act maintenance areas.

Because our region's air quality now meets the national air quality standard for ozone, the San Francisco Bay Area is presently requesting EPA redesignation from a non-attainment area to an attainment or maintenance area for that pollutant. If redesignation is granted, the Bay Area will lose its eligibility under ISTEA's CMAC program. The loss of critical CMAC funds will potentially result in a return to a non-attainment status.

It should be noted that many other areas of the country face the same situation as they approach and achieve attainment of standards established by the Federal Clean Air Act. In fact, of the 94 ozone non-attainment areas in the United States, 42 have air quality monitoring data meeting the national standards, which qualifies these areas for requesting redesignation to maintenance status.

For carbon monoxide non-attainment areas, 21 out of the 41 areas nationwide have met the standard. A fact sheet on this issue long with a list of ozone and carbon monoxide areas eligible for redesignation is attached for your information.

With this in mind, we propose that the CMAC program be amended to allow maintenance areas to be eligible for the same level of funding as the least polluted or marginal non-attainment areas. In the Bay Area, this would mean a reduction in funding based on a reduced CMAC formula factor from 1.2 to 1.0.

There are strong justifications to pursue this change, based on the original intent of the CMAC program, which recognized the nexus between clean air objectives and transportation goals.

First, clean air pressures do not disappear once attainment is achieved, nor should the funding that enabled non-attainment areas to reach clean air goals. Under the Federal Clean Air Act, the obligation is simply not to attain, but to attain and maintain clean air standards.

Maintenance of clean air standards requires as much of a dedicated effort as achieving the initial attainment. Under provisions of the Clean Air Act, maintenance plans must demonstrate continued attainment for 20 years.

Second, under the recent promulgated EPA regulation, maintenance areas, as well as non-attainment areas, must conform their transportation improvement program to State implementation plans which are designed to meet clean air standards.

According to the EPA, transportation conformity is the enforcer to keep State and local transportation planning consistent with State and local air quality planning. Since the pressures of conformity remain with the maintenance status, we believe the use of CMAC funding should also remain. We urge you to recognize the link that continues to exist between air quality and transportation for maintenance areas and amend the CMAC program to enable these areas to remain eligible for reduced but continued levels of funding.

Thank you.

[Subsequent to the hearing, the following was received from Ms. Baker:]

MTC
METROPOLITAN
TRANSPORTATION
COMMISSION

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NORMAN Y. MINETA, M.C.

April 4, 1994

Delegates

5/18/94

The Honorable Norman Y. Mineta
US House of Representatives
Rayburn House Office Building #2221
South Capitol Street and Independence Avenue, SE
Washington, DC 20515

Dear Congressman Mineta:

On behalf of the Metropolitan Transportation Commission (MTC), thank you very much for extending the opportunity to Dianne McKenna and me to testify before the Surface Transportation Subcommittee of the House Public Works Committee on March 8. We both appreciated your warm words and attentiveness to our concerns.

You have posed three questions to which I would now like to respond in writing.

Q1 *In MTC's Recommendations to Congress, it is stated that the proposed National Highway System (NHS) "....is too large to be maintained and improved to federal standards" but that "...the system is so small in urban areas that it requires arbitrary selection of only a few principal arterials...". Could you explain your concerns about the proposed NHS in more detail? Are the federal standards you mention Interstate standards?*

A1 Our concern with the NHS stems from not knowing how it ultimately will be treated or how rigid its standards will be. Despite the provisions of ISTEA, there is a strong expectation that NHS routes will be given more favored treatment than other routes in the competition for funds for maintenance and improvement. If this presumption becomes reality, and if a higher than local or state standard is applied to the NHS, then clearly there will be less funding available for other essential parts of the system. The result will be loss of flexibility otherwise provided in ISTEA. We have demonstrated in our parallel routes analysis that arterial improvements can be, and are often more cost-effective in improving mobility than major freeway investments. Thus, we seek to preserve funding flexibility to the extent feasible.

Q2 *MTC recommends that Congress establish criteria for modifying NHS route designations through a collaborative state/MPO planning process. What role do you see this committee and Congress playing in designating future NHS routes after the criteria are developed?*

Alameda County
EDWARD R. CAMPBELL
E. WILLIAM WITHROW

Contra Costa County
TOM POWERS
SHARON J. BROWN

Marin County
DOUG WILSON

Napa County
FRED NEGRI

San Francisco-
City and County
TOM HSIEH
RUBIN GLICKMAN

San Mateo County
MARY GRIFFIN
JANE BAKER
Chairwoman

Santa Clara County
ROD DIRIDON
JAMES T. BEALL, JR.

Solano County
JAMES SPERING

Sonoma County
PETER C. FOPPIANO

Association of
Bay Area Governments
DIANNE MCKENNA
Vice-Chair

S.F. Bay Conservation
and Development
Commission
ANGELO J. SIRACUSA

State Business,
Transportation and
Housing Agency
JOE BROWNE

U.S. Department
of Transportation
WILLIAM P. DUPLISSEA

U.S. Department
of Housing
and Urban Development
GORDON H. MCKAY

Executive Director
LAWRENCE D. DAHMS

Deputy Executive Director
WILLIAM F. HEIN

JOSEPH P. BORT METROCENTER • 101 EIGHTH STREET • OAKLAND, CA 94607-4700
510/464-7700 • TDD/TTY 510/464-7769 • FAX 510/464-7848

A2 We recommend that the criteria Congress establishes for modifying NHS route designation specify the form of its continuing oversight. As one option, it might choose to reaffirm or amend the designated routes with each reauthorization. As an alternative, it might delegate amendments to the Secretary of Transportation leaving to itself the determination that the Secretary's action is consistent with the criteria. A third alternative might entail revisiting the NHS designation in the context of the National Transportation System (NTS) initiative that has been proposed by Secretary Peña.

Q3 *MTC proposes that "maintenance" areas continue to receive congestion mitigation and air quality improvement (CMAQ) funds after they attain clean air standards, but at the same level of funding as "marginal" areas. Will this level of funding be sufficient to prevent maintenance areas from violating Clean Air Act standards in the future?*

A3 We cannot assure that any level of CMAQ funding will be sufficient to prevent a violation of national air quality standards, inasmuch as such violations sometimes occur due to extreme meteorology or other exceptional events (i.e., earthquakes or stratospheric ozone intrusions). Nonetheless, providing "maintenance" areas with the same level of funding as "marginal" non-attainment areas will assist maintenance areas not only in avoiding violations of Clean Air Act standards, but in making continued progress toward cleaner air. Under recently promulgated Environmental Protection Agency (EPA) regulations, maintenance areas, as well as nonattainment areas, must conform their Transportation Improvement Programs (TIPs) to the State Implementation Plans (SIPs), which are designed to meet clean air standards. According to the EPA, transportation "conformity" acts as the enforcer to keep state/local transportation planning consistent with state/local air quality planning. The pressures of conformity remain with maintenance status, thus the use of CMAQ funding should also remain.

Again, many thanks for your long-standing support of MTC and our mutual goal of an improved transportation system for the Bay Area.

Sincerely,

Jane Baker

Jane Baker
Chairwoman

JB:LDD:dlg:LtrMinetaNHSCMAQ

The CHAIR. Mr. Chairman, I just noticed in the audience two other members of the board of directors of the Los Angeles County Metropolitan Transportation Authority. I would like to take the prerogative of introducing them at this point.

One is a person who really needs no introduction. He is very well known to all football fans, Stan Sanders. Also we have Mel Wilson, both appointees of Mayor Riordan to the LACMTA and to Mr. Villaraigosa, who was here earlier testifying with the South Pasadena group.

I don't believe I see any other board members here. We have an alternate, of course.

Ms. BURKE. Thank you very much.

To the subcommittee chairman and the chairman, Mr. Mineta, we are very pleased to be here.

On behalf of the Los Angeles County Metropolitan Transit Authority, we appreciate this opportunity to appear before you to present testimony in support of surface transportation programs and projects which are vital to the economic revitalization of Los Angeles, and which we believe should be included in legislation designed to authorize the National Highway System.

As a former member of this committee, I understand so well the kind of a task you are about to undertake. I know it is a tremendous task and a very difficult one. Before I go any further, I do want to stop at this time to thank you on behalf of Los Angeles for all of your generous and timely assistance to us following the devastating January 17th earthquake.

This tragedy has cost us delay. Some say that it was the most costly disaster in the history of our Nation. But I want to say that Government worked. Certainly, your committee was right there on the scene. Immediately after that earthquake, Secretary Peña—hands-on, in his jeans working. We do appreciate the kind of support and assistance you have given.

We want to thank Congress and the Administration. Let me just say to you that the spirit of Los Angeles is on its way back. We are doing well and functioning well.

You have already met my colleagues on the Metropolitan Transit Authority. Mr. Frank White is our CEO. You have also been introduced to Ron Lamb, from the Los Angeles Chamber of Commerce.

As you know, Mr. Chairman, we opened the first segment of the Metro Red Line subway in January of 1993 with segment two scheduled to open in two phases—the Wiltshire Western Extension will open in 1996 followed by the Hollywood segment in 1998.

With last year's appropriation, segment two has completed its Federal funding commitment for the full funding grant agreement. By completion of 1998, over 42,000 jobs will have been created through our partnership and combined investment.

Metrorail, in one day of construction invests about $3 million into the economy, mostly in the southern California area with the rest spent for goods and services from places like New York, Ohio, Texas, and Pennsylvania, with $650,000 going to DBE/WBE firms.

At the completion of the three extensions to segment three, over 60,000 jobs would have been created. This is highlighted by the fact that since the recession Los Angeles County has lost 18 percent of the Nation's job loss.

Let me tell you first-hand the needs for effective, reliable transportation for both economic and social needs. For most, public transportation is the only form of transportation. In our area of southern California, we have a large percentage of our population where this is the only form of transportation.

It is with this knowledge that MTA is requesting $241 million in additional funding authorization for the Metro Rail Red Line segment three east Los Angeles Extension. The locally preferred alternative for this extension was approved in June 1993. Preliminary engineering was completed this month.

The draft environmental impact report will be presented to the FTA later this month, during which time MTA will present amendments to the agreement. We expect to finalize the EIR by mid-May and with the expect cooperation by FTA have a record of decision and an amended fully funding grant agreement in place by June in order to meet the construction schedule for the east side, North Hollywood and mid-city extensions of segment three.

So we are here requesting this addition, and we certainly ask for your favorable consideration.

At this time, I would like to introduce Councilman John Fasana, who is a member of the MTA board.

Mr. Fasana.

Mr. FASANA. Thank you, Ms. Burke.

Briefly, Mr. Chairman, I would also like to testify in strong support of the regional transportation hub the MTA is constructing at historic Union Station in Los Angeles to connect the five southern California counties of Los Angeles, Orange, Ventura, Riverside, and San Bernadino. The transit center will truly define the meaning of multimodalism, accommodating more than 114,000 passengers each day using all the various modes of transportation.

Construction began in January 1993 on this $149.5 million project creating over 350 jobs immediately. The Federal funding share of $109.5 million, with $89.5 million coming from the section three bus category and $20 million in flexible highway funds.

Of this amount, 20.2 million in section three bus funds have been appropriated by the Congress. The MTA is requesting an additional $69.3 million in section three bus funding to complete construction and open up this transportation hub as scheduled in 1995.

Also with regard to the National Highways of Significance legislation, the MTA supports the statutorily defined process embodied in the State transportation improvement program for local priority-setting in California through which all NHS funds are currently allocated by the California Transportation Commission.

The MTA encourages Congress to refrain from specifying highway projects in this legislation. If Congress chooses to fund specific highway projects, it is respectfully requested that Congress consider the Route 30 gap closure project in Los Angeles County as supported by Representatives David Dreier and Jay Kim.

One final note. Next week, Los Angeles mayor, Richard Riordan, a member of the MTA board, will testify before this committee on behalf of the Alameda Corridor project, a project which is supported by the MTA. But because the mayor could not join us today, I would request permission to include his prepared statement supporting the list of projects and programs I have testified on today

for the hearing record as well as the answers to the committee's questions regarding the MTA projects.

In addition, the MTA CEO Frank White is here to answer any questions you may have.

Ms. BAKER. Before we start answering questions, we want to thank our Los Angeles delegation for being here—Congressmen Tucker, Kim, and Horn. We certainly thank you very much for being present during our presentation.

Mr. RAHALL. Are there any other comments from the panel?

Mr. LAMB. Mr. Chairman, my name is Ron Lamb with the Los Angeles Chamber of Commerce.

Chairman Mineta, Chairman Rahall, Mr. Horn, Mr. Kim, and Mr. Tucker, it is a pleasure to appear before you again, as I have over the last number of years. I would request that my written remarks be submitted for the record. I will be very brief.

The business community is extremely supportive of rail rapid transit in southern California, as they are of the Alameda Corridor project, and considering the economic vicissitudes that we must face in southern California and the extraordinary air quality regulations with which we must comply, including the Federal implementation plan.

It is more important than it has ever been that we see funding for our transit projects.

I thank you for the opportunity to address you today.

Mr. RAHALL. Thank you, Ron.

The Chair now recognizes the distinguished chair of the full committee, Mr. Mineta.

The CHAIR. I thank the witnesses for their very fine testimony and statements here.

Jane, you brought up this area about the maintenance under CMAC. And you're proposing that maintenance areas continue to receive CMAC funds after the attain clean air standards, but at the level of funding as marginal areas.

Will this level of funding be sufficient to prevent maintenance areas from violating Clean Air Act standards in the future?

Ms. BAKER. As you know, we have a problem in California because the California standards are higher than the Federal standards. But I can't guarantee you that it will keep us from the California standards, but we are hopeful that with this we can keep in place the maintenance effort that we have now so that we don't fall back.

We are not asking for 100 percent funding of what we had before. We are realists. We were asking for some funding and at just a little bit lower level.

Ms. MCKENNA. Mr. Chairman, I think it is also a recognition of the fact that throughout the country there are many areas that are also experiencing this—areas in Pennsylvania, Kentucky, Florida, West Virginia, and the like. We think we are all going to be in that relative same position. So I thought that we would be somewhat physically constrained in asking for a level that would include us at the marginal level. I think we were trying to take into recognition all the other parts of the country that are going to be experiencing the same problem.

Ms. BAKER. We feel like our testimony was really thinking of things on a national level rather than just strictly on a local level.

Mr. WHITE. This is a new matter, as districts make progress in complying with air quality. It is quite frankly a matter that we would like to look at in more detail. We do understand the possibility to which reference has been made. We will be getting to the committee on this matter.

The CHAIR. I would appreciate it if you would respond to the committee in writing on this same issue.

In another recommendation the MTC is making, you are recommending that Congress establish criteria for modifying NHS route designations through a collaborative State and MPO planning process. What role do you see this committee and congress playing in designating future NHS routes after the criteria are developed?

Ms. BAKER. We hope that they will be part of what we call a comprehensive multimodal national transportation system. We hope that we will have the flexibility in this that we have under ISTEA. We would hate to see our successes that we have had in our flexibility be constrained by the National Highway System in the hopes that we have to look at the bigger picture, particularly in the urban areas of the National Transportation System.

Mr. RAHALL. I would like to ask the panel a question in regard to negotiations that I understand are ongoing with regard to the Alameda Corridor.

As you recognize, this is a very expensive project, close to $1 billion, and it comes on the heels of recent events and recent appropriations that have been granted to assist with earthquake relief. Not only is the cost tremendous, but I understand that there are negotiations going on that must be resolved with certain railroads before the project can go forward.

I had the opportunity to visit the area—it happened to be the weekend before the earthquake hit. I took a helicopter tour of the Alameda Corridor and had lunch with your very fine mayor and received a full briefing on this project. I recall that there were discussions about ongoing negotiations and a specific railroad was mentioned. I would just like to have an update on that.

Ms. BURKE. At one time, of course, we believed that we had arrived at an agreement. There are still some negotiations that are continuing, but we are moving full steam ahead. We have a finance committee that has been formed that has strong participation from the ports—both Long Beach and San Pedro.

Most of the questions that have been raised in terms of price and all those things as far as the acquisition of that right-of-way have all been resolved. There are some questions in terms of exclusivity in terms of use that are being worked out because obviously it is going to be very important for the Alameda Corridor to be open for use by all railroads and for everyone to have access to it. The sequence of use and some of those things are the things that are having to be worked out.

I want to assure you that in terms of the local participation, tremendous local support, financial support—this is the key to our economic viability.

Also, what we are going to be doing is applying for an empowerment zone that probably will be very close to this or will include part of this Alameda Corridor.

Mr. LAMB. We obviously are very concerned about the Alameda Corridor and the need to have a facility that moves goods from our very important harbors in Long Beach and Los Angeles to other parts of the region. Without the Alameda Corridor, quite frankly, our one bright, shining light on the horizon in terms of growth in the industry, our international commerce, will not be bright or very shining anymore. I think that is a view very widely held among people in the business community. We are hopeful that all the parties can reach a reasonable agreement on this matter.

Mr. RAHALL. Thank you.

The gentleman from California, Mr. Tucker.

Mr. TUCKER. Thank you very much, Mr. Chairman.

First of all, let me than this distinguished panel for coming. I want to take the pleasure and privilege of welcoming my supervisor, who represents my congressional area and me and my constituents back to her former committee, Public Works and Transportation, but also she served on Appropriations here in Congress. We are quite happy to welcome her back to Washington, D.C., a woman who in California has about every record for first that I can think of.

Of course, members of the MTA with whom we work so closely back in California, we welcome you here today. Of course, Mr. Frank White, the executive director. Certainly, your testimony here today is well thought out. I am certain that both the subcommittee chairman and full committee chairman will take it into consideration.

Mr. Chairman, I want to thank you for coming out to California. I was on that helicopter ride with you. I am glad that we took it a week before the earthquake. But certainly we got a bird's eye view and a first-hand view of what the corridor was all about and the direction that it could take.

The Alameda Corridor is somewhat reminiscent of a soap opera because it changes from day to day and you never know what is going on. But certainly if this committee can do anything to encourage those negotiations—obviously you and I and Chairman Mineta have had many conversations about this issue. Southern Pacific seems to not be the big problem, but Union Pacific and Santa Fe present at this point a very big quagmire in terms of how we can come to a resolution on the fees. The number I got was $30 per container. There is still quite a way toward a resolution between those parties.

I know Chairman Mineta has been involved in this in talking to some of the railroad people. Certainly it is not always an easy thing to do. But if this subcommittee can be influential and tactful in those negotiations, I encourage us to do that.

I would agree with Supervisor Burke. Their office has been extremely helpful. Our offices are working very closely together on this issue. We want to do all that we can. I hope that this subcommittee will continue to consider strongly their testimony and their need for NHS designation for not only the betterment of that particular district, but certainly for all of southern California.

Speaking of the earthquake and with the recent tragedy that we experienced, what if anything have we learned as it relates to our need for multiple forms of public transportation? I noticed that there was testimony earlier as it relates to the transit center at Union Station and that eventuality linking up different areas for transit in the Los Angeles basin.

But what have we learned from the earthquake and what recommendations can you share with us?

Mr. WHITE. Congressman Tucker, I think if we have learned anything it is that the direction in which we were proceeding is the right one, which is to develop an effective mass transit system for the Los Angeles region. With the breaks in the highway segments that we know about—and especially the complete block of access for a number of weeks—we learned that we had a system, including the Metrolink along the commuter rail system that we have and the bus system—that we were able to employ to allow people to continue to participate in our economy.

I think the strongest outcome has been a general reaffirmation in the region that we have to develop alternatives to automobile traffic, not only for events of this kind but clearly to allow us to make the progress in our air quality that we need to make.

Ms. BURKE. I would also like to add that we have learned that people in Los Angeles will use rail transportation. There was a 40 percent increase in the number of calls. Metrolink, as you have probably heard, had a tremendous increase which has continued in terms of utilization. They received 13,000 calls in the days following disaster for information on routes.

The rerouting of the highway system has proved to be very, very effective and it came into effect right away. I can tell you from my own personal experience that I get to work faster now than I did before because it has been put together in a very effective way.

Mr. TUCKER. In terms of the Green Line, where are we on that? Are we still projected to open in 1995?

Mr. WHITE. Yes, we are. In the budget that we are preparing for the 1994 to 1995 fiscal year, that will be a matter that we will be addressing.

Mr. TUCKER. In terms of the Red Line, was there any severe or appreciable damage from the earthquake?

Mr. WHITE. That was the second best news, which was that the Red Line was capable of running within hours of this earthquake. We suffered no structural damage. A panel that we had put together 6 months ago to look at the work included that the Red Line tunnels were capable of sustaining earthquakes at several times the level of the one we did have. So that was very good news. The ridership went up dramatically as we brought more people into Union Station by transit in the wake of the earthquake.

That was very good news. There is nothing like a real live test of a proposition. Of course, that is what we had in that 6.8 earthquake.

Mr. TUCKER. Thank you very much.

Once again, I certainly appreciate your responses and your testimony. We look forward to working with you.

Mr. RAHALL. The gentleman from California, Mr. Kim.

Mr. KIM. Thank you, Mr. Chairman.

I understand that the idea of the ISTEA program is to improve intermodal connecting systems. On this comprehensive transportation program you have, I want to make sure that you do have also a plan to connect them with other county systems instead of stopping at the county line. Do you have any studies along these lines?

Mr. WHITE. We do have the Metrolink system which has a stop in industry which will allow people in that area to come to town by rail. We have extensive express bus services which will allow people who have to come in to do so quickly. We are continually developing our plans for better integrating the transit modes in the region.

As you know, we have a 30-year plan to do that. We will be reevaluating that plan before the board in April of this year. But we are continually looking at things to do.

Mr. FASANA. Another item is—the MTA did submit for funding in the State implementation program the Route 60/57 interchange to try to increase the flow through there. We know that has been a terrific bottleneck on the east side of the county. Also, the county is moving forward with an aggressive HOV lane program which is also expected to help the San Gabriel Valley out.

The director is also sitting as the MTA's representative to a four-county committee to look at the interface of the transit systems within all those counties.

Mr. RAHALL. The gentleman from California, Mr. Horn.

Mr. HORN. Thank you, Mr. Chairman.

First, I would like to thank you for your patience and diligence. I am delighted you did have a chance to visit the district because the Alameda Corridor is key to the economic development of the southern portion of Los Angeles County.

I would like to also thank Supervisor Burke for her excellent testimony as well as those of the other witnesses. Supervisor Burke has proved herself to be a very broad-gauged member of the County Board of Supervisors. I was delighted to learn that you have been immensely helpful in recognizing that during the riots we had last year there was damage in other parts of the county, including the area represented by Mr. Tucker and the area represented by myself in the city of Long Beach. We are grateful for your broad vision that empowerment in enterprise zones need to spread out where the real occurrences and underemployment exist.

Underemployment is exactly what the Alameda Corridor will help solve because it goes by a number of our key cities along the Los Angeles River where people have not had the access to jobs that they might have had. This transportation system, when fully funded, both in all the metrolinks as well as the Alameda Corridor, will enable some new economic development—a job—in what is one of the most recession-hit areas in the United States.

Thank you all for coming.

Mr. RAHALL. Chairman Mineta.

The CHAIR. Something came up earlier when we were discussing 710.

The question Mr. Tucker asked about the earthquake and whether or not that was going to require you to take a look at your plans in terms of what you're going to be doing—are you going to be

going through a reassessment in terms of the 30-year plan that MTA has?

Mr. FASANA. At this point, I would say yes. We are going to be going through a reassessment of the 30-year plan and will be reviewing all the projects we have submitted.

I also wanted to clarify, though, that with the most recent 30-year plan that was revisited—which included a multimodal option, such as the Red Line, the Pasadena Blue Line, and the Green Line—that the MTA board did include and had requested that the Route 710 remain on the National Highway System.

As a matter of clarification, we were not here today seeking funds for the 710 because realistically funding and appropriations for that project would not occur in the ISTEA window we are in now. We would probably be back under ISTEA II or ISTEA III after the various elements of litigation have moved forward to secure a funding for that project. But it is a project that the MTA does support. We do support it being appropriately mitigated. But there is a recognition on the board's part that that gap has been there for far too long and that it is vital to many of the north/south corridors in the Los Angeles Basin as well as some of the east/west corridors.

The CHAIR. So I take it that within at least this authorization period for the present ISTEA—because you have other priorities as to where those encumbered funds are—that you would not be reassessing for other high priority corridors like the extension of the Red Line—would that also include the Alameda Corridor?

Mr. FASANA. At this point, our priorities are—the Red Line is our number one priority as far as the projects we are submitting, followed by Gateway. The Alameda Corridor is also extremely important. Mayor Riordan will be here next week to testify on the Alameda Corridor and the fact that we do need to have that added to the National Highway System.

The CHAIR. Thank you very much.

Mr. RAHALL. Thank you, ladies and gentlemen. We appreciate your testimony today.

The subcommittee will now hear from a panel composed of Hon. Carlos Pesquera, Secretary, Department of Transportation and Public Works, Puerto Rico. He will be introduced by our colleague from Puerto Rico, Hon. Carlos Romero-Barceló, with whom I have the honor of serving on the Committee on Natural Resources.

Carlos, welcome to the subcommittee. You may proceed as you desire.

TESTIMONY OF HON. ROMERO-BARCELÓ, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF PUERTO RICO; AND HON. CARLOS I. PESQUERA, SECRETARY, PUERTO RICO DEPARTMENT OF TRANSPORTATION AND PUBIC WORKS

Mr. ROMERO-BARCELÓ. Thank you, Mr. Chairman.

Good afternoon, Mr. Chairman and fellow colleagues. As the representative in Congress from Puerto Rico, it is my pleasure to appear before you today and introduce to you Puerto Rico's new and very capable Secretary of Public Works and Transportation, Dr. Carlos Pesquera. I have had the pleasure of working together with

Secretary Pesquera on several issues during the past year and more recently we have been closely coordinating efforts to bring about a much needed light rail transportation project for San Juan's greater metropolitan area.

Several transportation feasibility studies addressing the island's critical traffic congestion problem and lack of an adequate mass transit system support the concept of a carefully designed light rail system for San Juan and several adjacent cities known as the "Tren Urbano".

As former mayor of San Juan and as former Governor of Puerto Rico, I know from first-hand experience that an adequate transportation infrastructure is critical to the island's economic development. As some of you may know, Puerto Rico has a very high population density. In fact, it is higher than almost anywhere else in the Nation.

To give you an idea of how our population density is, if you were to take the population of the world in the 1970 census and put it in the boundaries of the United States, then you would have the same population density as we have in Puerto Rico, 1,000 people per square mile.

The light rail system is one of the main components of our transportation infrastructure strategy which will allow Puerto Rico to continue and further stimulate a sustainable economic development.

Tren Urbano would provide the San Juan Capitol area with an efficient mode of transportation for thousands of passengers on a daily basis, which would significantly reduce the hours lost by so many professionals, technicians, and workers of all kinds in traffic. It will significantly improve the quality of life on the island.

It is important to note that Tren Urbano has been recognized by the Federal Transit Administration as the most cost-effective project among the many submitted by all the competing jurisdictions across the United States.

Further, I would like to indicate that if this project goes forward in Puerto Rico and it would allow the techniques learned in the process in Puerto Rico—because it is an Hispanic community, we are allowed to prepare the companies that get involved in Puerto Rico to better compete in all the South American projects to be developed in the future. This is one of the things that the Congress, the President, this Administration, and this Nation would also like to see, that we can go into South America and also compete favorably with the European and Asian concerns.

To conclude, I fully support the Tren Urbano project and urge your support as well.

I now leave you with Dr. Pesquera. He will tell you more about the Tren Urban and he can answer the more technical questions.

Thank you very much, Mr. Chairman.

Mr. PESQUERA. Good afternoon, Mr. Chairman and members of the subcommittee.

I am Carlos I. Pesquera, Secretary of Transportation and Public Works for the Commonwealth of Puerto Rico. It is a great honor and a privilege for me to be here today representing the government of Puerto Rico and the 3.5 million United States citizens who live there.

Mr. Chairman and members of the subcommittee, Puerto Rico is at a critical crossroads. Unique in the Caribbean for its diversified economy and industrial base, the island has great potential for competing successfully in the global marketplace.

Yet even as we begin to move forward with a new economic model recently announced by the Governor of Puerto Rico, we find that Puerto Rico's economic center is being stifled by the traffic congestion.

Those of you familiar with San Juan realize how incredibly congested it has become in recent years. Every day, the 1.3 million residents of greater San Juan generate about 3.2 million trips producing traffic conditions that vary from sluggish to standstill. It is worth mentioning that Puerto Rico has three times as many vehicles per lane mile as the continental United States.

In light of the severe congestion affecting the San Juan region, the projections of future traffic are alarming and require urgent action. The most recent comprehensive study of the transportation needs of the region estimates that by the year 2010 the population in the greater San Juan area will grow by 20 percent.

The San Juan region's road network is not adequate to handle the traffic levels resulting from existing and projected high population density and employment concentration. In addition, we don't have enough men to make all the lanes and highways needed to accommodate future travel demand at the levels I have mentioned today.

To manage the congestion levels projected in 50 years, it is essential to develop a multimodal public transportation network built around a rail transit system called Tren Urbano. Phase one of Tren Urbano will run 11.8 miles through one of the most densely populated and centrally developed corridors in the United States. The driving force of the San Juan regional transportation improvement plan is to expand and integrate our current modes of public transportation into a coordinated multimodal system center around Tren Urbano.

The project you are being asked to consider today is phase one of Tren Urbano, which has been designated by the Federal Transit Administration as one of four ISTEA turn-key demonstration projects in the United States. This project is one of the most cost-effective projects in the Nation, with the projected cost of $3.50 per rider well below the FTA threshold of $6.

Mr. Chairman, 40 percent of the adult work force of the island is concentrated within the San Juan metropolitan region. Over 30 percent of the total regional employment—nearly 150,000 jobs—will be located within one-third of a mile of the train alignment. The population density within one-half mile of the alignment ranged from 10,000 to 20,000 people per square miles.

We tied together most of the region's major residential retail, business, government, and medical center. We also serve the main campus of the University of Puerto Rico and many more facilities.

In closing, I have a map of the project alignment for your reference. Stories indicate that the first place of Tren Urbano will serve more than 100,000 passengers per day. The positive effect on congestion relief—there is an estimated savings of 16.5 million hours of highway traffic time this year.

Tren Urbano will make a world of difference to the economic, environmental, and social future of Puerto Rico. The increased mobility provided by Tren Urbano will enable San Juan to compete on an even playing field with other first-class cities of this hemisphere.

This project has the unique potential to generate new business, industry, and tourism essential to the continued economic development of Puerto Rico. That is the long-term economic benefit. Building Tren Urbano will also mean a powerful short-term boost to the island economy generating tens of thousands of jobs during its development, construction, and operation.

Tren Urbano will advance economic renewal of the area of San Juan's urban core and will reduce the present unemployment rate estimated at 17 percent.

Finally, we should not forget the profound social benefits of this project. Our problems in the San Juan area are quite demographic in their negative effect and unevenly affect the lives of the poor, the elderly, and the handicapped.

A recent story found that a typical family in Puerto Rico spends about 40 percent of this income on acquisition, operation, and upkeep of their family car. There is every reason to believe that Tren Urbano will attract a substantial ridership from the car-dependent families as it provides them a travel option that is not only more convenient but also more economical.

When you add them up, the benefits of building Tren Urbano are impressive. When you compare the benefits to the consequences of not building Tren Urbano, you will understand why local support for the project is so strong and why the Governor of Puerto Rico has made this project his number one in construction priority.

Tren Urbano offers an opportunity for Puerto Rico to serve as a bridge between Latin America and the United States. We also believe that the benefits of Tren Urbano will expand to the United States as a whole.

As a Spanish-speaking part of the United States strategically located in the Caribbean, Puerto Rico has the potential to make an important contribution to the export of U.S. technology to the vast Latin American market where you have an advantage in the importation sector.

Let us now consider the economic impact of this project.

Phase one of Tren Urbano is expected to cost $935 million, assuming a normal inflation rate of 4 percent between now and the year 2001.

Our financial analysis caused Puerto Rico to finance two-thirds of the total project cost. Approximately $385 million will be provided by assisting revenues generated through motor vehicle fuel taxes, vehicle registration fees, and highway tolls. In addition, $240 million will be obtained from certificates of participation backed by a portion of surface transportation program funds allocated to Puerto Rico. We seek Federal assistance for the remaining one-third of the project cost.

Mr. Chairman and members of the subcommittee, Puerto Rico requests an authorization of $60 million in section three funds for fiscal year 1995 and 1996. These funds will be used to leverage an additional $120 million, which we intend to obligate for the follow-

ing items: planning, engineering, and design; right-of-way acquisition, utility relocation, and initial construction.

Following more than two decades of planning, Tren Urbano is moving forward by establishing an aggressive schedule for design and construction. Preliminary engineering has been completed to the 10 percent level. By April of this year, we expect to conclude the selection process for a firm to act as a general management consultant for the project.

This firm will continue the preliminary hearing to an overall level of approximately 30 percent and help us develop certification for Tren Urbano's physical components and its operation of performance. We plan to be in construction in 1996. Tren Urbano is scheduled to begin operations in the summer of 2001.

Today, the Governor of Puerto Rico requests your endorsement of a cost-effective project. In this testimony I have emphasized the urgent need for Tren Urbano and its many important benefits. I also ask you specifically to consider the consequences for not building Tren Urbano.

This project represents the kind of partnership that speaks to the new philosophy within Puerto Rico's current administration. Today we seek a relationship that benefits the mainland as well as the island. The cooperation of mainland friends and professionals, with their Puerto Rican counterparts, leaves a permanent legacy of business relationships that will help all of us compete more effectively in the global marketplace.

We ask for your support with the full knowledge that the benefits of Tren Urbano will be broadly felt throughout the United States.

As I conclude, Mr. Chairman, I would like to express my gratitude to Congress for the support you have given us.

Mr. RAHALL. Thank you, Carlos. That was very good testimony and well presented.

I want to commend your present commissioner for the excellent leadership he has provided on this project. We have talked about it a number of times. I understand that this is one of five projects selected by the FTA as a turnkey project. One of the factors that goes into that decisionmaking process by the FTA is the private participation. You have a great deal of private support for this project. You have support at the local level that is willing to get it started.

Could you elaborate a little more on that?

Mr. PESQUERA. This project has been in the planning stages for many years now. People in Puerto Rico—both the private sector, government, and the people themselves—are really looking for solutions to the current problems we have. Particularly the private sector has been very enthusiastic and has taken the leadership in many instances in convincing the government to go ahead and develop the project.

Right now, we are talking to two groups of U.S. firms that are partnered with Puerto Rican firms to start the process of engineering.

Mr. RAHALL. And as I understand it, there is no problem with the local match, either.

Mr. PESQUERA. We are seeking one-third of the cost of the project through the Federal Government. Right now we have what we call a transportation trust fund that is funded by Puerto Rico's fees, by gasoline taxes, et cetera. We already have in our 5-year construction program $162 million allocated for the first few years of the construction of this project. We are seeking this participation so that we can develop the project full force ahead.

Mr. RAHALL. Can you update us on the status of the alignment right-of-way acquisition?

Mr. PESQUERA. We are lucky that a significant portion of the alignment—we are using land that was acquired previously for highway development. So one third of the alignment is all ready in terms of the right-of-way because it has been dedicated for highway and there was nothing constructed for many years now. A small portion would have to go through private land that must be acquired.

Mr. RAHALL. Thank you, Carlos.

The gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. This light rail project would not go into Old San Juan, would it?

Mr. PESQUERA. Not phase one. Future phases of the project would go closer to old San Juan as possible because we recognize the importance of that district, and then to the airport, and then also to Carolina to serve a major residential area in that section of Puerto Rico.

Mr. PETRI. Does it go about as far as the Hilton Hotel there?

Mr. PESQUERA. No, the final terminal section right now is close to the government centers. It goes mainly to that. We want to keep that major development section with many government employees that are transit dependent.

Mr. RAHALL. Carlos, thank you very much.

Mr. PESQUERA. Thank you, Mr. Chairman.

Mr. RAHALL. The subcommittee will now hear from a panel consisting of our dear colleagues, Hon. James Hansen from the State of Utah and Hon. Karen Shepherd, also from the State of Utah, both of whom I have the honor of serving with on our other committee, the Committee on Natural Resources. They will be accompanied by and may introduce the Hon. Mayor DeeDee Corradini of Salt Lake City, Utah and Mr. Craig Zwick, the executive director of the Utah Department of Transportation.

I am glad to see that in the spirit of this committee we have a bipartisan panel.

Karen and Jim, welcome. We have all your prepared testimonies and you may proceed however you desire.

TESTIMONY OF HON. JAMES HANSEN, A REPRESENTATIVE IN CONGRESS FROM UTAH; HON. KAREN SHEPHERD, A REPRESENTATIVE IN CONGRESS FROM UTAH; HON. DEEDEE CORRADINI, MAYOR, SALT LAKE CITY, UT; AND CRAIG ZWICK, EXECUTIVE DIRECTOR, UTAH DEPARTMENT OF TRANSPORTATION

Ms. SHEPHERD. Thank you, Mr. Chairman. It is always a pleasure to be here with you and a pleasure serving on the committee with you. I am here with good friends from Utah. We all want to

talk to you about a project we propose there, and we will continue this conversation on March 15 when we will have Congressman Orton here to talk about his piece of the project in his district.

But before describing these projects, I want to introduce you to the people who will talk about them. I have on my right Mayor Corradini, the mayor of Salt Lake City, and Craig Zwick, the executive director of the Utah Department of Transportation. They will talk about the main Utah initiative. We have a chart to describe it to you. Mr. Zwick will talk first and then Mayor Corradini. Congressman Hansen is going to deal with Highway 89. It will go in the order of Congressman Hansen, Mr. Zwick, and Mayor Corradini.

I would like to speak to you about the piece of this project that affects my district on 20th East.

I would like to request your support for authorizing $6 million for the 20th East highway improvement project in Sandy City, Utah, which is in my district. With a population of 100,000, Sandy City is the largest city in the fastest growing area of Salt Lake County. Much of the growth in Sandy has occurred in the eastern area of the city where there are no major north/south arterials that can accommodate the substantial increase in traffic.

The 20th East highway improvement project, will complete a much-needed north/south arterial. The Federal funding being requested would be used to construct a four-land roadway for approximately 1 mile. Traffic in this high-growth area must currently wind its way through a maze of residential streets to gain access to other major arterials in Salt Lake Valley. Preliminary engineering has been completed and 90 percent of the right-of-way has been preserved. Construction would begin in 1995 if we obtain funds this year.

Even the regional council lists this on its priority projects list for its long-range plan. But it says that funds could not be available until the year 2005 unless we receive other commitments. This project is needed long before then.

The other segment of 20th East has already been widened and improved, and this would simply pull the two together. Construction of this new project will keep us in compliance with the clean air requirements. In addition, a bike path will be built along the corridor. It is an important piece of the development of Salt Lake County.

Now I would like to turn the time over to my colleague, Congressman Jim Hansen, who would like to present Highway 89 to you.

Mr. HANSEN. Thank you, Mr. Chairman and Mr. Petri. I appreciate being with you today.

Utah is a very different State. I don't think people realize that the majority of people live on the Wasatch Front. Four counties have over 70 percent of all the people in Utah. It is just that little skinny area there from Provo up to Ogden where most people live.

When the interstate was being constructed, they put in I–15 that runs north and south and I–80 that runs east and west. They forgot about one little problem, and that is that most people once they get up to Ogden they go east into Wyoming and Chicago—on I–84 which connects to I–80. As you go up I–15, there is a place where

there is no way to get from I–15 to I–84. No one figured out how to connect it.

There was an old cow path that used to run up there and they finally called that U.S. 89 and there was nothing there but a two-lane road for a long time.

So when we were kids, we used to ride our bikes up there and there was nothing there. You wouldn't see a car once every 5 hours. Now it is six lanes and all the truckers that come from Los Angeles to Chicago go up that way. They don't continue up I–15 like they were supposed to and then get onto I–84. They go up 89. Unfortunately, it is no longer a cow path. Now we have schools, churches, subdivisions, and more people live there than in any place in Davis County.

So what do we have? We kill people right and left. The most severe accidents in the State occur on this thing that we call U.S. 89.

What would it cost to take care of this thing? The Department of Transportation has been working on it and we came to the conclusion that it would cost about $80 million. We are well into it. Along that area is also Hill Air Force Base, which has the most single amount of traffic than any other place on the whole area of the Wasatch Front at 8:00 in the morning and 5:00 in the afternoon. We have this horrible construction problem, all this constriction of traffic going up there, and no way to take care of it.

I dare say that if you looked at some of the areas concerning the amount of traffic and severe accidents, you would find that the majority of those are on U.S. 89.

It was determined by local officials that making it an expressway would be the best solution. So we have been appropriating money. We are starting at the north and moving south. However, we are not moving fast enough and we are continuing to suffer severe accidents. A lot of these are little kids because there are schools on both sides and they have six lanes to go across with highway speeds at supposedly 55—which everybody in this room knows is a joke—so you have people going along at 70 to 75 miles an hour and the severity of the accidents is unbelievable.

Wisely the Department of Transportation and others have taken it upon themselves to come up with a way to do it. But it is not State Road 89, it is U.S. 89. It belongs to the United States Government.

Mr. Chairman, we have had a pretty good allotment up until last year. We got cut down almost to nothing and we could finish this off with $20 million a year for the next 4 years which would have taken care of one of the biggest safety problems and biggest bottlenecks we have.

I don't know how else we would turn off the traffic that goes from California to Chicago, all the tourists that go up to Yellowstone, all the people that go up to Idaho and those areas—that is the chokepoint in the whole interstate system that I have seen around the United States.

We would respectfully ask you to give some really strong consideration to helping us out in what I consider to be one of the biggest problems that the State of Utah has on transportation problems.

Thank you, Mr. Chairman.

Mr. ZWICK. Mr. Chairman and distinguished members of the Surface Transportation Subcommittee. It is an honor for us to be here. On behalf of the Utah Department of Transportation, I am particularly honored to be here with those that we consider vital partners in this effort. Certainly we look to you for that partnership. We look to our mayors, our county commissioners, and our congressional people. We respect very much Congresswoman Shepherd and Congressman Hansen. As the Utah Department of Transportation, we heartily endorse their request for authorization of these projects.

We endorse them because we are willing to put up substantial apportionment and substantial State funding toward these projects. We are also committed to their completion. We believe that in each case these projects represent advancements in a multimodal transportation system in a very significant growth pattern we are experiencing in not only Salt Lake County but throughout the State. Therefore, we endorse the request of Congressman Hansen and Congresswoman Shepherd for their projects on U.S. Highway 89 and also on the 20th East in Sandy City.

I would like to make reference specifically to three projects and I will be very brief. In conjunction with our request for authorization of the I–15 corridor in Salt Lake County, shown here at the top of our project list, I would like to give you five specific things that I think are significant, as a State, our observation of its need, and how we might better integrate our need with our ability to pay this together.

First of all, in I–15 down south of Salt Lake City we have a project referred to as the University Avenue interchange. On that interchange, or slightly off it, is located Novell. Our economic vitality in Utah County is very dependent upon their growth. In fact, in the next 5 years, they project their current employment of 1,200 people to grow to in excess of 4,000 new employees or in excess of a total of 5,200 plus employees and need very much the improvements on this interchange.

The Federal amount being requested for authorization is $17.5 million on that project. We endorse it as a project that we could design, build, and maintain. As Congressman Hansen pointed out, the growth to the north of Salt Lake and the needs on U.S. 89 are also very significant. In fact, we believe that a proper linkage there between U.S. 89 and our main north/south corridor of I–15 depends upon these improvements that he has referred to on U.S. 89.

With regard to the five significant points as it relates to the I–15 corridor in Salt Lake County, and recognizing that it is in fact not only a major traffic corridor in the county but that it is also a major transportation artery for all needs—interstate as well as intrastate—we believe that it is highly inadequate. In fact, in its design in the early 1960s, it has gone well beyond that design life in excess of 10 years currently and we face gridlock on its system now.

We believe that with the National Highway System bill before Congress and the opportunity to seek authorization for this project, now is a very appropriate time to see some improvements that are necessary there.

The first point is one of safety. In fact, these excess demands that we see out on the area of I–15 in Salt Lake County result in approximately five times the normal expected incident rate both in their frequency as well as in the challenge of life lost on that system. The improvements that are proposed would certainly make it a safer system.

A second point is technology advancement. We would clearly incorporate into its ultimate design improvements with intelligent vehicle highway system technology, a partnering effort with the city and county for a traffic control center, as well as ramp metering onto the system.

With regard to Clean Air Act conformity, the proposal we have before you here—in fact, each of these projects would each have environmental impact statement approval prior to November 24 of this year, allowing it to move ahead without Federal sanction. This NEPA acceptance is a coordinated effort with our metropolitan planning organizations and our people at the city, county, and State.

Part of this conformity includes HOV lanes proposed on Interstate 15. It also includes during construction congestion mitigation utilizing the multimodal opportunities of a fixed guideway or light rail system as well as an expanded bus transit system.

Fourth, our commitment from the State—our Governor has clearly indicated in the legislative session just concluded last week our willingness as a State to match at a 50 percent level whatever we receive in appropriations on these projects during the life of ISTEA under the NHS bill. Our recent legislative session adopted a resolution formally indicating that without one dissenting vote either on the House or Senate side in favor of that match commitment.

And lastly, these highway and transit needs cannot be met with our current apportionment and obligation ceiling in ISTEA.

We seek, respectfully, these additional funds and authorization on these projects in order to maintain the high level of preservation we currently use our apportionment and obligation ceilings to accomplish. We have appreciated very much the Federal commitment to an outstanding interstate system. And we know it can improve with your help now.

As we take on internationally significant events—such as the Winter Olympic Games of 2002 and particularly cooperate in the Canadian/Mexican Corridor—as one of those potential corridors, we recognize that we are not capable of achieving that alone and solicit your help.

Thank you very much.

Ms. CORRADINI. Mr. Chairman, I appreciate your taking the time to hear from us today. I also would like to speak about the I–15 corridor project, representing Salt Lake City.

As has already been stated, we are not only one of the most highly urbanized States in the country—which most people don't realize—we are also one of the fastest growing States in the country and our county is growing at a very fast rate as well. The population of Salt Lake City doubles during the day as people come from the southern end of the valley into the downtown area. The I–15 corridor is the major thoroughfare used by people to get into downtown Salt Lake City.

Also, many people don't realize that Salt Lake City sits in a bowl surrounded by mountains. So we do have a very serious clean air problem in Salt Lake.

In light of those facts, I would like to make four points in terms of the I–15 corridor and our needs there.

Number one, the I–15 corridor is falling apart. The interchanges are in very bad shape. The congestion has already been discussed on the corridor. In a growth situation as we are in right now, we desperately need to fix those interchanges to add the HOV lanes and to get I–15 to maintain the integrity of our interstate system in that stretch.

Number two, I mentioned that we have a clean air problem in the Salt Lake County area because of living in a bowl. We are doing our share—everything we can do voluntarily— through transportation demand management. We are trying to increase usage of buses. We have given free bus passes to every city employee. The University of Utah does the same thing. We have another major employer who is doing that. We have found that in the city our bus ridership in one year has gone from 7 to 20 percent. We are making a difference there.

We have a guaranteed ride home program. We are doing everything we can to get people using alternate forms of transportation. It is a very outdoor atmosphere in Salt Lake County. We have a lot of bike riders, but we don't have the facilities for them. So we have just approved a 100-mile bike master plan which includes a grid throughout the city as well as trails surrounding the city. We are trying to get that built as fast as we can.

We are putting in showers and locker rooms to encourage bike ridership. We have major promotional activities through the city to get people on bikes. We are doing what we can there. We have an employee bike program where we take the bicycles that the Police Department confiscates that are never reclaimed and we give those to each of our departments to get our employees riding bikes during the day instead of getting in their cars.

Salt Lake City has also made a commitment to convert all our vehicles to natural gas. We have other governments that we are talking to about doing the same thing. Craig Zwick's Department is starting to look at some natural gas conversions as well.

We have our hotels in downtown Salt Lake City that have converted their airport buses to natural gas going in that circular route constantly. And we are providing TDM expertise to the corporations in Salt Lake City to encourage them as to how they can lower their trip demands during the day as well as their need for parking.

My third point is local support. Although we have our usual vocal opponents that those of us who are politicians get on any particular issue, we do have majority support for this and very strong support. Just recently, the Salt Lake Valley Conference of Mayors voted unanimously to support this project. Our City Council is strongly supportive. And our MPO has just recently reaffirmed its support of this project. It has been on our drawing books for a long, long time.

The fourth point I would like to make is that I just returned 2 weeks ago from Lillehammer at the Olympics. Many people don't

realize that Salt Lake City is the United States' candidate for the 2002 Winter Olympics. This is our fourth bid. We narrowly lost the vote by three votes in 1998 for the 1998 Winter Olympics because Atlanta got the 1996 bid. The feeling was by many IOC members was that they couldn't turn right around and award it to Salt Lake City for the very next games.

We are in very good stead. We had excellent meetings with the IOC members in Lillehammer. As you are probably aware, transportation was a major issue in Lillehammer.

This is an urgent project for us. We are considered the front runner for the Winter Olympics and we must have the I–15 corridor completed before we get the Olympics in 2002. The reason it is so critical is because it is how many of the folks who come to the Olympics are going to be able to get to and from the venues. The interchange of I–15 and I–80 takes us up to the winter skiing venues. All our venues have been selected and have been approved by the international sports federations, so we know what kind of a problem we are dealing with, Mr. Chairman.

I would encourage you to do everything you can to help us get this done. It is critical to us.

I would like to also issue a very special invitation to you to come to Salt Lake City in 2002 and join us for the Olympic games.

Thank you very much.

Mr. RAHALL. With regard to the I–15 corridor light rail project, it is my understanding that there was a referendum on this at one point and it failed. Is that accurate? Can you give me the status of the referendum on the light rail project?

Ms. SHEPHERD. There was a referendum on whether or not the county would be a .25 cent sales tax in order to finance quite an elaborate light rail system. The sales tax failed.

There have been any number of polls—not referendums, but polls—since then about whether or not the community supports the light rail concept without the tax. They do by a strong majority.

The particular piece of light rail that we are talking about here is really very limited and it is there primarily for congestion mitigation during the time of the disability of I–15. When the cars can't get up and down, it is the best way for us to get people up and down that corridor.

If the people of Salt Lake at some future date decide that that is all they ever want light rail to be, then that is all it will ever be. But it does serve a very useful purpose for us. In fact, it is the cheapest and most efficient way for us to get people back and forth while we build I–15, and particularly while we tear down these major interchanges.

Mr. ZWICK. With regard to the light rail line itself, our Utah Transit Authority already owns the rail corridor upon which the light rail system would run. It is parallel to and adjacent to I–15, but is off it enough to where we won't interfere with its running while we tear into interchanges and structures on the I–15 corridor.

With regard to its ridership, we have recently looked at the consultant's numbers. Parsons-Brinkerhoff has brought forward a study that looked at alternate transit systems. The city and county are willing to accept that data, we believe at this point. We can

clearly see from that data that it is the most efficient way at this time to develop what would be a permanent system—not just temporarily through the construction phase of I–15, which would likely be a 7 to 10 year project—but that it would have ultimate ridership as people adopt some cultural change in its movement.

I might also point out that Salt Lake is unique in that it is a north/south driven community. We align nicely with the opportunity to have a fixed guideway because of that geometric configuration of the county.

Mr. RAHALL. Thank you.

The gentleman from Wisconsin, Mr. Petri?

Mr. PETRI. Thank you.

I appreciate your testimony. I just had one clarification.

You have the I–15 and the I–89 improvement projects. Is it that I–15 is so congested that people go up on I–89 rather than going the few miles that it takes to go up and then over to the east?

Mr. HANSEN. Actually, Congressman, the way it works on U.S.–89 is that as you are going north into what is called Davis County there is a split. U.S. 89 stays close to the mountain and I–15 goes off in kind of a northwest position. Therefore, they split at that particular point.

If you want to go up to I–84 and go east toward Evanston and on toward Chicago—which is where most of the traffic goes—it is a lot easier to go up US–89. It is a lot shorter for one thing and you don't have to go all the way up to Ogden and then cut off I–15 and go on what is called Riverdale Road to get back on I–84.

I don't know of another place in America where you don't have interstates connected other than this spot. This is one place that someone apparently fouled up and there was no way to hook these two together. So the only way you can get to I–84 is to get off interstates if you are going up I–15.

This takes care of that problem of hooking I–15 to I–84.

Mr. PETRI. You can go up I–15 to where I–15 and I–84 intersect just northwest of Ogden, I guess.

Mr. ZWICK. Yes, you can go up to I–15 and then you get off on what is called Riverdale Road to get on I–84. It is a lot longer to go that way.

The trouble is that all the congestion goes up I–89. Everyone who wants to go to Wyoming just bypasses that area and go up through this relatively congested area. So we are working on an expressway that can handle that kind of traffic. In the interim period, we have all these inherent problems.

Mr. PETRI. Why don't they go up I–15? Is it slow on I–15, too?

Mr. ZWICK. May I suggest that it is approximately 12 miles further to go that direction, therefore commerce—even with an expressway—prefers the U.S. 89 routing as opposed to carrying I–84 west to I–15 either north or south movements.

Mr. PETRI. But if traffic was moving at 60 miles an hour, that is 10 minutes as opposed to congestion. It might cost them a few miles but it might save them some time if they would just stay on the interstate.

Mr. HANSEN. We have tried to convert people to take I–15 and I don't know a way we can force. That is a big problem to us.

One of the bigger problems, of course, is the people who live in the area. It is so congested because Hill Air Force Base—the major employer in the State of Utah—is also right in there. That probably is a bigger problem than all the trucks that come from the coast on up there. It is a moving parking lot. It is like coming in here to work in the morning. Somehow we want to alleviate that problem and all the inherent problems it creates.

Safety is one that I mentioned earlier. Not only that, but the congestion problem is absolutely horrible two or three times a day.

Mr. RAHALL. Thank you, Karen. Thank you, Jim. Mayor and Mr. Zwick, thank you for your testimony.

The subcommittee will now hear from our distinguished colleague from the State of Nevada, Hon. James Bilbray. He is accompanied by and will introduce Mr. Garth Dull, Nevada State highway director.

Jim, we welcome you to the subcommittee. We have your prepared testimonies and you may proceed as you desire.

TESTIMONY OF HON. JAMES BILBRAY, A REPRESENTATIVE IN CONGRESS FROM NEVADA; AND GARTH DULL, DIRECTOR, NEVADA DEPARTMENT OF TRANSPORTATION

Mr. BILBRAY. I will summarize it because I know it is a long day for you.

As you stated, I have with me Garth Dull, the director of our Highway Department for the State of Nevada. He will testify as to asking your support for $47.4 million for the reconstruction of the I–15 Spring Mountain interchange in Las Vegas.

This interchange is built to handle a lot less traffic than is already on it. Right now, there are 125,000 cars a day going over this interchange which was built for somewhere between 70,000 and 80,000 cars per day. As Mr. Dull will testify, this is probably proportioned to lanes to cars one of the most heavily congested interchanges in the United States. We feel that with the growth going on in Las Vegas of somewhere between 4,000 to 5,000 a month moving into Las Vegas, right now we are approach 1.2 million in population and will probably see 1.5 million in the next 5 to 10 years. We may be approaching 2 million in the early 21st century in the valley.

When I was born, there were only 7,500 people in the valley. The growth is remarkable. We are getting most of those from West Virginia, but other States are contributing to our population.

Mr. RAHALL. It wasn't that far back, either, was it? [Laughter.]

Mr. BILBRAY. I would now like to turn this over to our director.

Mr. DULL. Mr. Chairman and members of the committee, as Congressman Bilbray has stated, this is one of the most important projects that Nevada has at this time. I–15 does carry an awful lot of traffic—about 125,000 vehicles per day. The arterials north and south of Spring Mountain carry about 60,000 ADT, or average daily traffic. Spring Mountain itself is limited to about 30,000 right now because of the impediments to traffic on Spring Mountain, namely, Industrial Road and the Union Pacific railroad corridor that runs immediately adjacent to I–15. This interchange will alleviate all of that.

The State has made a great investment. The State as well as the local entities have made a great investment in the Spring Mountain interchange to this point already. About $85 million has been committed toward it to complete stage one and to buy the right-of-way for the remaining stages. Also the second stage of this project is going to be awarded within the next few days and will be under construction almost immediately. That will be the structure over the freeway that is immediately adjacent to Spring Mountain and will help alleviate and spread the traffic a little more equitably among the major arterials along the resort corridor in Las Vegas.

It is not as if the State or the local entities haven't done their share on this project. Right now, Nevada, along with the local option, has almost if not the highest gas tax in the Nation. Our diesel taxes are 27 cents and the gas tax will be at 33 cents very soon. About 90 percent of the population in Nevada will pay that high gas tax increase.

Additionally, Clark County and Las Vegas have raised their own taxes to contribute about $100 million a year toward transportation projects by a portion of the sales tax, the gas tax, the room tax, and property taxes or development taxes. I think the record will show that Nevada has certainly stepped forward and contributed an awful lot toward this.

In addition, Las Vegas is probably the fastest growing city in the Nation. I believe the population in Clark County has doubled since 1980, or more than doubled.

Our next project in this stage of the Spring Mountain interchange is the segment that will build part of the off- ramp and bridges over Industrial Road for about $13.7 million. That project will be ready to go in May of this year if we have the money.

The next and final phase of that, of course, will build the most complex part of the interchange, the viaduct over Industrial Road and over the Union Pacific Railroad and complete the northbound on-ramps and another southbound off- ramp to Flamingo Road. Once these are completed we will be able to take full advantage of the Spring Mountain interchange. The last phase of this is worth about $34 million. So the total we are asking for is $47 million or thereabouts.

Once this project is completed, it will reduce traffic congestion in the amount of about 12,000 daily hours, or hours per day. I have a complete statement that I would like to submit for the record and I would be happy to answer any questions you may have.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Thank you both very much. I appreciate your patience and your testimony.

As I understand it now, the interchange is on the National Highway System as submitted by the Secretary of Transportation.

Mr. BILBRAY. Yes, it is.

Mr. RAHALL. You have responded to all our questions in a timely manner and we appreciate that. We do have all the information. I have no further questions. I appreciate your testimony.

The gentleman from Wisconsin, Mr. Petri?

Mr. PETRI. I would like to thank you both for coming out here and supporting this particular project.

Mr. BILBRAY. Thank you. And in your deliberations on funding, remember that we were brief. [Laughter.]

Mr. RAHALL. Thank you, Jim. Thank you for your leadership, too.

The subcommittee now will hear from our dear colleague from the Commonwealth of Pennsylvania, Hon. William J. Coyne, and he is accompanied by and will introduce Mr. William W. Millar, the executive director of the Port Authority of Allegheny County.

Bill, before you proceed, let me introduce for the record a letter from Mr. Phil A. Shucet, a life-long friend of mine who is with Michael Baker, Incorporated. He is writing on behalf of Mr. Millar and asking for support of this project as well.

I would ask that his letter be made a part of the record at this point.

[Mr. Shucet's prepared letter follows:]

Baker

RECEIVED
WASHINGTON OFFICE
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Michael Baker Jr., Inc.
770 Lynnhaven Parkway, Suite 120
Virginia Beach, Virginia 23452

(804) 431-0049
FAX (804) 431-0812

March 4, 1994

The Honorable Nick Rahall
The United States Congress
2269 Rayburn Building
Washington, D.C. 20515

Dear Nick:

I'm writing on behalf of a transportation colleague of mine who will be testifying before your committee on March 8, 1994. He is Mr. Bill Millar, Executive Director of the Port Authority of Allegheny County. Mr. Millar will be testifying on behalf of continued funding for the Pittsburgh Airport Busway.

This project is funded by both FHWA and FTA, and is an excellent example of a truly multimodal project meeting the spirit and intent of ISTEA. As noted on the attached sheet, the project offers several features that are critical to both transportation and environmental needs for Pittsburgh and Allegheny County.

Thanks in advance for positive consideration of Mr. Millar's testimony. I hope that all is going well with your family, and as usual, my Mom and Dad pass on their regards.

Sincerely,

MICHAEL BAKER JR., INC.

Philip A. Shucet
Assistant Vice President

PAS/mnc

A Total Quality Corporation

THE AIRPORT BUSWAY/WABASH HOV PROJECT

BUILDING FOR THE FUTURE

PROJECT BENEFITS

*Bypass traffic congestion and reduce travel time from Downtown to the western suburbs, and to the Pittsburgh International Airport;

*Dramatically increase transit ridership throughout the western corridor of Allegheny County to more than 50,000 riders per day.

*Provide access to existing and future job opportunities and serve as an economic stimulant to future development and job growth;

*Help conserve energy and reduce air pollution; and

*Provide a viable alternative to gridlock during the reconstruction of the Ft. Pitt Bridge and Tunnel.

MOVING FORWARD, LOOKING AHEAD

*A public hearing on the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was held on October 11, 1992

*The Locally Preferred Alternative, Phase I of the Airport Busway/Wabash HOV, was endorsed by the PAT Board of Directors and approved by the Federal Transportation Administration later that month

*A creative financing plan has been developed which will accommodate the project's accelerated implementation schedule This plan combines traditional sources of transit capital funding with new creative financing arrangements. Several of these sources are unique, such as funding specifically identified for the Airport Busway/Wabash HOV Project through the Federal Intermodal Surface Transportation Efficiency Act (ISTEA)

*Firms have been selected to prepare the project's Final Environmental Impact Statement and complete Preliminary Engineering by the summer of 1993. Final design should begin immediately thereafter with construction beginning in 1994. Completion is expected in 1997, prior to the anticipated closing of the Ft. Pitt Bridge and Tunnel for reconstruction.

For further information, contact Allen D. Biehler, Port Authority of Allegheny County, 2235 Beaver Avenue, Pittsburgh, PA 15233. (412) 237-7000.

Mr. RAHALL. Bill, we welcome you to the subcommittee. You may proceed as you desire.

TESTIMONY OF HON. WILLIAM J. COYNE, A REPRESENTATIVE IN CONGRESS FROM PENNSYLVANIA; AND MR. WILLIAM W. MILLAR, EXECUTIVE DIRECTOR, PORT AUTHORITY OF ALLEGHENY COUNTY, PITTSBURGH, PA

Mr. COYNE. Thank you, Mr. Chairman, Mr. Petri, and members of the subcommittee.

I thank you for this opportunity to appear before this distinguished panel, which is working to build the success of the Intermodal Surface Transportation Efficiency Act of 1991. I want to commend you, Mr. Chairman, and the members of the subcommittee for undertaking this necessary and important work of reviewing ISTEA.

I also appreciate the invitation by you, Mr. Chairman, last October for members of the House to inform this subcommittee of the priority transportation needs of various parts of the Nation. In response to your statement of last October, the Port Authority of Allegheny County in Pittsburgh requested that I transmit their formal request for new authorization language for three local projects which have been given the highest local priority.

The first project provides for the continuation of the previously authorized busway system expansion program which includes the airport busway project that links downtown Pittsburgh with the new Pittsburgh International Airport.

The second project provides for continued work on stage two, South Hills rail reconstruction project. The third project provides for preliminary engineering work on the Spine Line project which would extend the existing stage one light rail transit line to serve the most populated and highly urbanized section of the city of Pittsburgh and Allegheny County.

I want to state for the record that I strongly support all three of these projects. Authorization of these three mass transit projects is essential to Allegheny County's plans for constructing an intermodal transportation system that will promote continued economic expansion and job creation in Allegheny County, the city of Pittsburgh, and western Pennsylvania as a whole.

It is my pleasure to introduce today William W. Millar, executive director of the Port Authority of Allegheny County, who will speak in detail about these projects. I know that Bill Millar will be able to make clear to the committee both the importance and merit of these projects.

Again, I thank you for this opportunity to appear before this panel.

Thank you.

Mr. MILLAR. Thank you, Mr. Coyne. We certainly appreciate the strong support you have given us over the years and you continue to give us.

Mr. Chairman, I had the privilege of hearing your presentation to the American Public Transit Association yesterday. I appreciated your comments and your interest in the concerns of transit in general, and our concerns in particular. I completely agree with your assessment that ISTEA is working and seems to be working well.

It is a little early for major changes. I support very much the approaches you were outlining yesterday before that body.

I also want to confirm that we support Secretary Pena's approach that the National Highway System needs to be considered in the context of a National Transportation System. Indeed, the kinds of projects that we are here to speak to you about today are typical of the kinds of projects that ought to be on that National Transportation System.

Over the years, this committee has been a strong supporter of transit projects and highway projects in Pennsylvania, Pittsburgh in particular. A lot of the progress we have made in the past has been because of the work of this subcommittee. All three projects Mr. Coyne outlined to you today are really building on previous successes that resulted from the work of this particular committee.

Onto the three projects. We have submitted the data that you had requested last fall and have supplied some additional information in our written testimony. Therefore, I don't intend to go into too much detail, but I do want to outline a couple of what we see are the benefits of these projects, particularly our highest priority project.

Our highest priority project is our busway system expansion. In Pittsburgh, we have operated now since 1977 the Nation's only exclusive roadways for buses. Our South Busway and our Martin Luther King, Jr. East Busway have been unique projects and unique successes. Our Airport busway project seeks to build on that success by providing an 8-mile roadway, as it were, around some of the most congested links in our highway and transit network in Pittsburgh.

It includes a new bridge; it includes sharing some right-of-way with an active Conrail rail line; it includes reusing an abandoned railroad right-of-way; and it includes reusing two abandoned railroad tunnels. So it is a very complex project, but the net effect of it when it is done is peak hour travel times to the airport which can range from as little as 40 minutes to an average of 50 or 60 minutes.

The amount of money we have requested for this project—the $70.7 million in section three authorization—is part of an overall funding package which, if approved, would result in about 45 percent of the project being funded out of section three, another 30 percent or so being funded under the flexible provisions of the ISTEA legislation, and the remainder being funded by already authorized State funding in Pennsylvania. So it is a rather complex project from not only its physical construction but from a funding perspective. On the other hand, it is a very beneficial project.

We would expect the ridership in the corridor to grow rather dramatically and have incorporated HOV features into it. For example, the new bridge and one of the railroad tunnels would be reconstructed to accommodate both buses and HOVs as well.

In addition, we have made provision, in cooperation with the Pennsylvania Department of Transportation, that when the so-called Fort Pitt Bridge, which is I–376, which is the most heavily travelled bridge in the Pittsburgh area, is taken down for reconstruction later this decade that this project will then become the

principal way of ameliorating the obvious traffic congestion that will result.

In our written testimony, we have also requested continued authorization for an extension of the East Busway. However, we have not requested additional funds as we believe the current authorization should cover that project. It is all part of the busway system expansion.

The second project is the stage II South Hills rails reconstruction program. In the late 1970s and early 1980s—again, with the help of this committee—we were able to rebuild about half of our light rail line in Pittsburgh. Our request to you seeks to provide some additional funding which when blended with other funding available to us will allow us to rebuild the remaining 12 miles or so of that line.

Currently, part of that line is closed. We had to close that for safety reasons last fall. Six of the major bridges on that rail line were built about 1910. They are wooden trestle bridges and simply can no longer sustain the weight of a modern light rail vehicle and traffic. So it is a real inconvenience for our riders. We are hoping to get the approvals to move on that project this year.

Our final project is an opportunity to build on the success of our downtown subway. We have a very short stretch of subway—about a mile long. We would like to extend that over to the north side of our community into a rapidly changing and redeveloping area around Three River Stadium, the Carnegie Science Center, the Allegheny General Hospital, Community College, and other community facilities on the north side. We also want to extend it out to the east end of the city, out to Oakland, which is where the University of Pittsburgh is, Carnegie Mellon University, and the University Hospital Center. We think that project will be of great benefit to our community as well.

We have requested—even though that ultimately is a project that if built in its entirety will probably be a $1 billion project. We have only requested, in accordance with your instructions, the authorization we would need in the time period of ISTEA. So we have only requested $20 million. That would be sufficient to complete the environmental and corridor study work that is necessary to ultimately position Spine Line for final construction.

Those are our three projects. Our goal is to take our system—today about one-quarter of our ridership benefits from high capacity, traffic-free transit. By the year 2005, we would like to raise that to over 60 percent of our riders being able to have those benefits. These projects would enable us to do that.

Before concluding my testimony, I would just mention that I include a couple of very technical issues related to ISTEA and I don't plan to comment on them very much other than to call their attention in my testimony. One I would point out is a rather ironic item. When you think of the word Pittsburgh, you often think of Smoky City. Of course, we have spent 50 years cleaning up our air. We now have an application in to come into attainment as being a clean air metropolitan area.

Ironically, if we are successful in that 50-year effort to clean up our air, we would lose our eligibility for CMAC funds. We would ask the committee's consideration so that since we become a main-

tenance area for clean air that that money not be lost to our area and be made available.

Other than that, Mr. Chairman, I would be very happy to elaborate on any point we have made or cover any other items in our testimony as you may desire. We thank you again for you contingent support in this opportunity as well.

Mr. RAHALL. Thank you very much, Mr. Millar.

Bill, thank you for being with us as well.

You have been responsive and on time with all the information we requested. We appreciate that and will continue to work with Representative Coyne, a very distinguished Member of this body and of the Ways and Means Committee, as well as a good personal friend. We will continue to work with you on it.

Thank you.

The subcommittee will now hear from the very distinguished and honorable chairman of the House Budget Committee, a gentleman who has done an admirable job in that position and has his work cut out for him on the Floor of the House, Hon. Martin Sabo. I see that he is accompanied by another of our dear colleagues, Hon. Bruce Vento, also from the State of Minnesota, and an individual with whom I have the honor of serving on the Committee on Natural Resources.

Martin, I recognize you and you may introduce the panelists with you.

TESTIMONY OF HON. MARTIN OLAV SABO, A REPRESENTATIVE IN CONGRESS FROM MINNESOTA; HON. BRUCE VENTO, A REPRESENTATIVE IN CONGRESS FROM MINNESOTA; AND PETER McLAUGHLIN, COMMISSIONER, VICE CHAIR, HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY

Mr. SABO. Thank you, Mr. Chairman and members of the committee.

It is my privilege to be here today to talk about a light rail project.

But before we get into that subject, I sent a letter to you regarding a variety of other projects. Let me quickly mention two that are ongoing projects. One is the 77th Street in Richfield Minnesota. It is an ongoing project which needs approximately $15 million to be completed—$3 million in 1995 and a little over $12 million in 1996. It is a very good project.

The city of Richfield is redoing an access road in advance of the rebuilding of a major city freeway. As a result, they are saving a whole series of small businesses that would be lost if they simply waited until reconstruction occurred. They are also creating a buffer zone between residential and commercial areas. It is a project that has broad support in the community. I think it is one of those types of projects in which our unique and specialized funding allocations really serve an immense purpose.

The other project is Hiawatha Avenue in Minneapolis, a project that was originally authorized 20 years ago in 1974. Clearly, costs changed over that period of time. Funding is in place for 1995 and 1996, but we expect that the final portion of that project will need an additional $11.7 million in 1997.

The main reason I am here is to talk about the Central Corridor light rail transit project between downtown St. Paul and downtown Minneapolis. We have two commissioners with us, Peter McLaughlin from Hennepin County, who served on the county board since 1991 and before that served 6 years in Minnesota State Senate; and Commissioner Dick Wedel from Ramsey County, who was mayor of Shoreview before being elected to the Ramsey County Board in 1993. He also formerly served on our Regional Transit Board. They are both experts in transit.

Before we call on them—I believe Mr. McLaughlin will be making a statement—let me call upon my colleague, Bruce Vento.

Mr. VENTO. Thank you, Martin.

Mr. Chairman and members of the committee, I appreciate the opportunity to hear from this group concerning the Twin Cities' concerns. As you know, I had previously written to you about the bridge. I hope we can refine those figures and gain the support of the subcommittee.

Clearly, the purpose is to provide in-depth information concerning what has been the first link of a significant enhancement of transportation in a growing metropolitan area of about 2.5 million. Peter McLaughlin, Dick Wedel, and many of the other county commissioners in our two counties, incidentally, have been deeply involved in debating this particular issue.

I am pleased now that there is really almost unanimous agreement that this should go through. Hopefully, with your help and assistance, we can put this into an authorization and see some start-up provided. But it has gone through a careful planning process, as I think our county commissioners will relate to you in terms of the testimony and questions.

Thank you, Martin, and thank you, Mr. Chairman. I appreciate the county commissioners being out here to represent this issue.

Mr. MCLAUGHLIN. Mr. Chairman and members of the subcommittee, my name is Peter McLaughlin. I am a county commissioner from Hennepin County in the State of Minnesota. I very much appreciate the opportunity to appear before the subcommittee today. I want to express my thanks to both Congressman Sabo, my congressman, and Congressman Vento for their service to our community.

This is how we try to do business in the Twin Cities. We have the two commissioners here and we have our two congressmen here working together. We have tried to do that as a matter of practice in order to achieve the best we can for our region and for our State. I think it is symbolic of how we try to do business, Mr. Chairman.

We are here today to talk about the Central Corridor light rail transit project. I want to talk about need, cost, and the very extensive public support that currently exists for the project.

The Twin Cities metropolitan area's population is now 2.5 million. It is the 16th largest metropolitan area, and one of the very few in this country that depends upon an all bus transit system at this time. Until recently, the Twin Cities have managed to escape the problems of other larger, older urban areas. Now, however, as reported in such documents as the Metropolitan Council's report entitled "Trouble at the Core" we are seeing the adverse effects of

congestion, dispersal of jobs—particularly manufacturing jobs—to suburban locations and changing demographics in our community.

The Central Corridor LRT project extends approximately 11 miles from downtown St. Paul, passing through the State Capitol Campus and the University of Minnesota, past the Humphrey Metrodome Stadium, through downtown Minneapolis, and ends at the Minneapolis Convention Center. The corridor contains nearly 150,000 residents, one-fourth of the central city's population.

Approximately 137,000 jobs are located in downtown Minneapolis, 50,000 in downtown St. Paul, and another 80,000 spread throughout the corridor. In addition, the University of Minnesota enrolls 41,000 students and employs 18,000 persons. As an alumnus, I can say that the University of Minnesota has one of the most acute parking and traffic problems in the State and would be well served by a transit system of this sort.

Congestion levels in the Twin Cities are increasing dramatically, Mr. Chairman and members. They are affecting the mobility of our residents and starting to threaten the economic vitality, particularly of the urban core. The number of trips on the regional transportation system is increasing approximately 4 percent per year. Auto occupancy rates have fallen to a mere scant 1.12. Consequently, the number of miles of congest freeways has tripled in the last decade and congestion is expected to increase another 35 percent by the year 2000. At the same time, transit use over the past 10 years, as in most other major metropolitan areas with all bus fleets, has fallen dramatically.

We believe that the Twin Cities cannot afford to build its way out of congestion with old models of transportation. Adding roadway capacity to accommodate single occupant vehicle trips results in an escalating spiral of vehicular demand feeding into the very problem it tries to solve. Increased traffic results in increased pollution, including vehicle emissions, adding to mitigation, and clean-up costs. Increased travel times result in lower productivity in the delivery of goods and services.

Finally, land use issues are magnified as the demand for public systems, including transportation and costly sewage systems and costly sewage systems and other public infrastructure, spread to areas further and further in the region.

In addition to that, the demographics of our central cities and inner ring suburbs are changing, indicating that their residential and employment bases need bolstering. Mr. Chairman, 30 percent of the Central Corridor households are without access to an automobile. For a midwestern city that is very significant. And 45 percent of the Corridor pollution live in low-income or poverty-level households. About 11 percent of the Corridor's households include persons with mobility impairments.

We believe that this corridor needs a high level of service to meet existing and forecast demand for transit-dependent population groups living in the corridor and to preserve access to regional employment through connections between the two downtowns. In addition to being the region's most frequently travelled transit destinations, the two central cities serve as transfer points to employment and activity centers throughout the region.

The Metropolitan Council, our regional planning agency, has documented the regional problems through its report, "Trouble at the Core". The council has also established the Central Corridor as the region's priority for light rail transit.

Furthermore, under a mandate from the State Legislature, the Metropolitan Council has recently completed a follow-up document labelled, "Blue Print for Change". That blueprint includes a separate chapter describing how LRT can have a positive impact on the fully developed area of the Twin Cities both as a transportation and a land use strategy.

LRT can improve transit services available to central area residents and help assure continued access to the region's primary economic and educational activity centers.

The expected cost of this project, Mr. Chairman, is $707 million, which includes the LRT system, bus service improvements, and related highway improvements to Interstate 94 between St. Paul and Minneapolis. The Central Corridor bears the heavy front end systems cost such as maintenance facilities, communications, and systems control.

Approximately 40 percent of the project's costs are system-wide costs which could logically spread and would be shared by other corridors as they are developed.

The Central Corridor is unique in that it connects two urban centers rather than the usual suburban radial commuter route. The project, which lies wholly within the fully developed area of the region, provides the opportunity to strengthen the link between the two downtowns, and by providing service to the University of Minnesota, links the three largest transit generators in the entire State of Minnesota.

This unique opportunity—while important in connecting the key transit generators—also has relatively higher project costs due to the construction in both the downtowns and through the campus of the University of Minnesota.

We are requesting Federal funding of $470 million, or approximately 66 percent of the total project cost. The local share of $237 million, as proposed from several funding sources, now under consideration by the State Legislature.

The construction is expected to commence in early 1996 with a 3-year schedule. Approximately $10 million in detailed design funds are required for Federal fiscal year 1995.

Mr. Chairman, as previously reported to this subcommittee, an alternatives analysis has been prepared on this project. Four alternatives, ranging from do nothing and transportation system management to exclusive busway and LRT were analyzed extensively with the cooperation and guidance of the Federal Transit Administration. The official action on the locally preferred alternative has yet to be taken because the public comment period just recently concluded.

Local support for the LRT alternative is widespread. The Corridor Management Committee, consisting of representatives of all seven metropolitan counties, the Metropolitan Council, the Regional Transit Board, the Metropolitan Transit Commission, the Minnesota Department of Transportation, the cities of Minneapolis and St. Paul, and the University of Minnesota has voted unani-

mously to support LRT as the preferred alternative in the corridor. In addition, individual resolutions have been adopted by the Regional Transit Board, the cities of Minneapolis and St. Paul, and both Hennepin and Ramsey Counties.

Numerous organizations such as the Minneapolis Transportation Management Organization and the Downtown Business Council have also passed resolutions in support of the project. The Legislature and the counties have continued to provide local matching funds as needed to support this project. We are continuing to seek those funds as needed.

The joint lead agencies for this project—the Hennepin County and Ramsey County rail authorities and the Minnesota Department of Transportation—are committed to continued active public participation as this project continues. We ask for your continued support of this worthwhile project.

Mr. Chairman, I have provided a copy of the executive summary of the Metropolitan Council's report "Keeping the Twin Cities Vital" for the record because we think it speaks very much to the essence of the need for this project.

Thank you, Mr. Chairman.

Mr. SABO. That concludes our testimony and we are ready for questioning.

Mr. RAHALL. The Chair recognizes the distinguished chairman of the full committee, Mr. Mineta.

The CHAIR. Thank you very much, Mr. Chairman.

Let me first of all thank our very fine colleague, Mr. Sabo. As Chair of the Budget Committee he has done an outstanding job for our transportation function. I just want to thank you very, very much. I know you are under tremendous pressure in terms of all the needs and demands that exist around here. But the fact that you took operating assistance back up and restored it to the $800 million level, you fully funded the highway part of ISTEA—I know you had some problems as it relates to section three, but our section nine funding was up by $200 million over 1994. You were just really using a sharp pencil and did a wonderful job.

I just want to thank you as Chair of the authorizing committee.

Mr. SABO. Mr. Chairman, you were persuasive. [Laughter.]

The CHAIR. I appreciate it. Working with you has been a real pleasure. But for you to do this in light of all the other pressures you have—I just want to thank you. I want everybody to know how much work you put into that. Again, thank you very much.

Mr. McLaughlin thank you for being here as well.

Mr. RAHALL. I certainly join those words of commendation, Mr. Chairman, for your help in the transportation part of the budget. I know also that you are on the Transportation Appropriations Subcommittee as well. What we hope to see through this bill is closer cooperation between our two committees, much as you are working in close cooperation and as a team here before the subcommittee today. Regardless of what the other body may or may not do with this legislation this year, it is our hope to get a bill out by the Memorial Day district work period and at least provide some guidance to your Appropriations Committee as you enter into the appropriations cycle for this year.

I have no specific questions.

The gentleman from Wisconsin, Mr. Petri?

Mr. PETRI. I would like to associate myself with those remarks. I assure you gentlemen that you are being very well and ably represented. Minnesota has quite a tradition of sending leaders to both ends of the Capitol Building here in Washington, D.C. It is being well maintained in the current instances.

Thank you very much.

Mr. RAHALL. The subcommittee will now hear from our distinguished colleague from the State of Illinois, Hon. Lane Evans.

Lane, we appreciate your patience in being with us.

TESTIMONY OF HON. LANE EVANS, A REPRESENTATIVE IN CONGRESS FROM ILLINOIS

Mr. EVANS. Thank you, Mr. Chairman. I appreciate this opportunity to testify before your subcommittee and to recommend highway projects to be included in the National Highway System. I am recommending projects that are included in the Secretary's proposed National Highway System as well as the State of Illinois' Department of Transportation proposal submitted to the Federal Highway Administration. I would like to briefly summarize those projects for which I am requesting consideration for funding.

First, U.S. 67 Roseville Bypass. I am requesting $18 million in Federal funding to provide a 4.5-mile four-lane westerly bypass around Roseville, Illinois. The State is currently upgrading U.S. 67 between Monmouth and Macomb to a four-lane facility. The Roseville segment is the only unfunded section and will complete this important upgrading of that road. Completion of the four-lane highway project will also provide Western Illinois University with a quality expressway. It is currently the only State university in our State not served by a four-lane highway.

U.S. 67 is an important north/south corridor that the State considers a top priority for improvements. The project has a broad range of local support. In fact, I would like to submit for your review letters of support for the bypass from Western Illinois University and the citizens of the Village of Roseville.

Second, U.S. 34 four-lane construction. I am requesting $26 million to continue four-lane construction of U.S. 34 from Monmouth to Burlington. Funding will be used to provide four lanes on U.S. 34 from Carmen Road to Illinois 164 with partial access control and an interchange at Illinois 164. Funding will allow the State to achieve half its goal for four-lane U.S. 34 between Burlington, Iowa to Monmouth, Illinois.

U.S. 34 is also part of the strategic highway corridor network as identified by the Department of Defense. This project also has strong support from regional officials and the citizens of the Highway 34 Coalition that has been formed to actively work for four-laning that road.

Illinois 336, Quincy Macomb Highway—I am requesting $23 million to extend Illinois 336 expressway north of Quincy. Funding will pave 14.8 miles of Illinois 336 from Illinois 61 to West Point Road and a new interchange at Illinois 61. The project is a part of the State's long-range plan to complete four-lane construction from Quincy to Macomb, Illinois. It also has strong local support from

the Quincy Highway Committee, the Great River Economic Development Foundation, Western Illinois University, and area citizens.

For Centennial Bridge, I am requesting $23 million of improvements to Centennial Bridge, which is the Mississippi River's crossing for U.S. 67, a proposed segment of the National Highway System. I am also requesting a change in the technical language that would allow the city of Rock Island, Illinois to extend its toll authority of the bridge. The Centennial Bridge is a major transportation facility which joins the central business districts of Rock Island, Illinois and Davenport, Iowa.

The bridge, completed in 1940, is currently operated and maintained by the Centennial Bridge Commission. Funding the proposed improvements, along with the extension of the toll authority, will enable the city of Rock Island to turn the bridge over to either the State of Illinois or the State of Iowa or both for future maintenance and the toll system.

For the Metrolink Mass Transit Center, I am requesting $8.5 million for the construction of a ground transportation center in downtown Moline, Illinois. Previously, Metrolink has received some funding from the State of Illinois to initiate construction for the center. This ground transportation center will provide several transportation services. Currently, downtown Moline is being redeveloped with entertainment, specialty, retail, and service businesses that complement established financial and government institutions.

Finally, I would also like to urge the subcommittee's consideration of the Hannibal Bridge project submitted by my colleague, Harold Volkmer of Missouri. This bridge was closed for more than 12 weeks during the flooding and motorists were forced to drive more than 100 miles in either direction just to cross the Mississippi River.

Those are my six projects, Mr. Chairman. I appreciate this opportunity to testify and look forward to working with you to make these improvements to these roads which are essential to interstate travel, commerce, economic development, and the public safety for the entire State of Illinois.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Lane.

Chair Mineta?

The CHAIR. Well, other than the fact that Lane has spoken to me about the project he has before us—just because of his effectiveness, I appreciate his being here. Thank you very, very much, Lane.

Mr. RAHALL. Thank you, Lane. We appreciate your testimony very much.

The subcommittee is going to hear from another panel at this point. For purposes of introducing this panel, which will also consist of our dear colleague, Hon. John Mica from the State of Florida.

The Chair will recognize Hon. Corrine Brown, our distinguished colleague and also a representative from the State of Florida. She may introduce the panel.

TESTIMONY OF HON. CORRINE BROWN, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; HON. JOHN MICA, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; BEN WATTS, SECRETARY, FLORIDA DEPARTMENT OF TRANSPORTATION; AND GERALD BRINTON, EXECUTIVE DIRECTOR, SEMINOLE COUNTY FLORIDA EXPRESSWAY AUTHORITY

Ms. BROWN. Thank you, Mr. Chairman.

First I want to publicly thank you and Chairman Mineta for your support and hard work to meet the transportation needs of the people of this country.

I want to testify regarding the replacement of the Fuller Warren Bridge in Jacksonville, Florida.

Accompanying me today is Secretary Ben Watts of the Florida Department of Transportation. I worked with Secretary Watts 6 of the 10 years I served in the Florida House of Representatives on the Transportation Committee. Secretary Watt is a fine, able person.

The Fuller Warren Bridge is one of the two remaining draw bridges in this country located on the interstate system. Built in 1954, the bridge was designed to handle a maximum capacity of 86,000 cars per day. The bridge is now handling 100,000 daily.

This request is to replace the Fuller Warren Bridge with an eight-lane, high-rise, fixed structure that will provide greater transportation capacity, needed safe lanes, and the elimination of the bridge opening. The new bridge is necessary because there are severe traffic problems caused by the bridge opening.

In addition, the Florida Department of Transportation has determined that the bridge is a high accident location with 604 accidents in the last 5 years. If that was not enough, last July, several chunks of the Fuller Warren Bridge broke off, making it possible to see right through the bridge.

Replacement of the Fuller Warren Bridge is a critical need for the State of Florida and the city of Jacksonville. I would ask my colleagues to support the Federal funding for this worthy and much needed project.

In closing, I want to thank Chairman Mineta for coming to Jacksonville. Of course, he experienced the Fuller Warren Bridge problems first-hand when the bridge went up and tied up the traffic in the city of Jacksonville and surrounding areas.

Welcome, Secretary Watts.

Mr. MICA. Mr. Chairman and Chairman Mineta, I thank you for allowing us to testify today. My colleague, Corrine Brown, has spoken to the Fuller Warren Bridge project. Our Secretary of Transportation will speak to that project and another project, which I would like to address for just a moment, if I may. I think it is beyond the scope of State importance, but he will identify it as such.

That project is an interchange on I–4 just north of Orlando. I identify this, ladies and gentlemen, as really a project of international importance.

Mr. Chairman, I know you were just down in our community and Mr. Mineta is intimately familiar with that area. We are now the number one tourist destination of the United States and the world, as a matter of fact. If we don't have some alternative to I–4, which was built many decades ago through Orlando proper, we have a

real potential disaster. We have the problems of crime and perception of crime in Florida, but I am telling you that we are facing a much greater problem and that is the perception of not being able to get to your destination.

Our community has built, by itself with no Federal money, a tollway completely around Orlando. That will not interlink with I–4 allowing any relief from the congestion of I–4 without an interchange that is interconnected in conjunction with the construction of that last 5.5-mile link. They will speak to that. But again, I identify this as an incredible problem.

In central Florida, 50 percent of our 40 million plus tourists arrive by car, another 50 percent arrive by a plane, and then they take the largest pool of auto rentals in the world and they get on I–4. So we are facing a potential disaster. Mr. Chairman, 25 to 30 percent of these tourists are now foreign visitors. They won't come back and they won't come to your locations in the country if they meet a transportation disaster in central Florida.

With that, I urge your consideration of our project in central Florida as a national project.

I also defer to our Secretary of Transportation, Mr. Chairman.

Mr. WATTS. Thank you, Mr. Chairman, for the opportunity to present testimony about two interstate projects that are critical importance to Florida.

As you have heard, the Fuller Warren Bridge was built in 1954 by the Jacksonville Expressway Authority at no cost to the Federal Government. It was later incorporated into the Interstate System. The bridge consists now of four lanes on I–95 and we need to replace it with an eight-lane, high-rise, fixed-span bridge. The next bridge will provide greater traffic capacity, needed safety refuge lanes, and eliminate bridge openings.

In addition to increasing traffic, a significant problem with the Fuller Warren Bridge is frequent openings which force motorists to come to a complete stop on I–95. This is certainly a totally unexpected and unsafe traffic condition for the average motorists—particularly people unfamiliar with the area. The Fuller Warren experiences over 2,800 bridge openings annually. That means that about eight times a day I–95 stops.

The Jacksonville Metropolitan Planning Organization has indicated that this project gets its highest priority. While preliminary engineering, final design, and right-of-way acquisition are currently funded through our normal Federal-Aid and State programs, the remaining construction cost of $185 million is unfunded and beyond our means to fund in Florida.

Simply put, replacement of the Fuller Warren Bridge is a critical State need on the Interstate System. This 40-year-old functionally obsolete and seemingly structurally deficient structure on I–95 is badly in need of replacement. However State resources are insufficient to cover the high cost of this replacement.

The I–4 Greeneway interchange project is an interchange to connect the Greater Orlando Beltway and I–4. The interchange is a critical element of the 6-mile long missing link in the 56-mile eastern beltway around Orlando, known as the Central Florida Greeneway. Construction of the final 6 miles of the Greeneway will create a limited access alternative to I–4 through central Florida.

The beltway will be the only alternative to I–4 if anything happens where we have to close the interstate at any reason for any time.

The total development cost of the 6-mile long missing link is $190 million. The interchange at I–4 for which funding is being requested here today is about $85 million. The remaining cost is to be funded by toll revenues generated by the facility with supplemental funding from the State through Florida's turnpike system.

The Orlando Urban Area MPO has given this project its highest possible priority. The first 50 miles of the beltway have been constructed with toll revenues generated from motorists in central Florida and State contributions at no cost to our Federal programs.

If authorized for funding, the eastern portion of the beltway would receive a total of only $85 million out of Federal funds for a total cost of $750 million. I personally know of no other community which has constructed such a facility with over 85 percent of the funding being generated from local sources.

Quite candidly, completion of the Eastern Beltway is the most important transportation project in central Florida. As a former district secretary for that area, I understand that the final 6 miles of the Greeneway and its interchange with I–4 is critical to meeting the transportation and land use goals we set in central Florida. If the travelling public cannot get through Orlando, they cannot get to Fort Lauderdale and Miami on one coast and Tampa, St. Petersburg, Naples, and Fort Myers on the other.

Traditionally the Florida DOT has not been active in seeking project specific funding from Congress. However, I believe that these two important interstate projects warrant special consideration from Congress. Therefore, I have come today to testify in support of the Fuller Warren Bridge and for the I–4 Orlando Beltway interchange project.

I have provided written testimony, Mr. Chairman, and I certainly appreciate the opportunity to be here to testify today.

Mr. MICA. Mr. Chairman, we also have Mr. Jerry Brinton, who is the executive director of the Seminole County Expressway Authority.

Mr. BRINTON. Thank you, Mr. Chairman.

I appreciate the opportunity to appear before you in support of this very important completion of the Eastern Beltway, this interchange with I–4. Not to reiterate what Secretary Watts has said, just to echo my support and to add to what he has said, this important project is being fast-tracked. Construction plans are underway. We have gained the support of the State DOT in the amount of $10 million in design funds. So the interchange is approximately 30 percent designed. The construction plans for the balance of that 5.5-mile missing link are 60 percent complete.

Environmental permits have already been obtained. The United States Corps of Engineers have issued their permit and the State Environmental Protection Agency has issued their permits.

From an environmental mitigation standpoint, the wetlands mitigation plan has already been accomplished, so that hurdle has already been completed. We are fast-tracking this project.

As was mentioned earlier, 50 miles of the Eastern Beltway, which is complete now, beginning at Disney World on the south and extending around the International Airport on up 50 miles—

it does lack that 6 miles to connect it to Interstate 4. Without additional funding or other funding for this interchange with I–4, this 5.5 to 6-mile segment will not advance ahead. Toll revenues have supported the entire beltway thus far. The next 6 miles is also proposed to be built by the issuance of toll revenue bonds. In order for that to proceed, though, the cost of the interchange must be funded through other sources.

I appreciate the opportunity to speak to you today. Thank you.

Mr. RAHALL. Chair Mineta.

The CHAIR. Mr. Chairman, we have a very fine Secretary of Transportation here.

One of the other major projects we had before us from Florida was with regard to evacuation route—I believe north of Miami in the West Palm Beach area——

Mr. WATTS. State Road 7 in Palm Beach County.

The CHAIR. Given the limited kind of funds that we have around here—and we try to prioritize things—I know it is tough for you to do—among all your children, which do you love the most?

Have you seen a lot of the projects that have been submitted by the Members? As we try to arm wrestle with these different projects, is there a way to assess these in terms of priorities?

Mr. WATTS. Mr. Chairman, I feel very much like the baby that Solomon decided to split in half. Always the Florida Department of Transportation will lean toward improvements on the interstate system when we come to Congress to ask for your consideration because of the impact of that system on the overall State transportation in Florida, sir.

The CHAIR. Okay. I can read between the lines, too.

That is fine. That is a help. Thank you, Mr. Secretary.

Thank you, Mr. Chairman.

Mr. RAHALL. Representative Brown.

Ms. BROWN. I just want to thank the Secretary for coming up, and thank you, Mr. Chairman, for holding this hearing.

Mr. RAHALL. Thank you.

Thank you, John. Thank you, Mr. Secretary. We appreciate very much your being with us today.

Our next witness is the mayor of Alameda, California, Mr. Bill Withrow.

Mayor, I am going to insert in the record at this point a letter from our distinguished colleague and the chairman of the Armed Services Committee, Hon. Ron Dellums, who apologizes for his inability to be here today and introduce you. The letter is in support of the project, of course, and also an introduction of you.

[Mr. Dellums' prepared letter follows:]

RONALD V. DELLUMS
9TH DISTRICT, CALIFORNIA

CHAIRPERSON,
ARMED SERVICES COMMITTEE

COMMITTEE ON THE
DISTRICT OF COLUMBIA

For signature
Mayor W. Thur

Congress of the United States
House of Representatives

REPLY TO
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March 8, 1994

The Honorable Nick Rahall
Chairman, Subcommittee on Surface Transportation
B376 Rayburn HOB
Washington, DC 20515-6261

Dear Mr. Chairman:

Thank you for your very important leadership on the transportation initiative.

3:15

Unfortunately, I am unable to attend your hearing today and therefore unable to introduce Mayor Bill Withrow of Alameda.

The Bay Area of Northern California has suffered the double hits of deep recession and the closure of all our military installations.

We are now developing and beginning to carry out imaginative plans to convert our communities and our economy.

Transportation is a significant part of our plans for the future and our proposals for inclusion in the transportation initiative are key to achieving our goals. I hope the Subcommittee will seriously consider our proposals.

Mayor Withrow is an important spokesperson for our area. He has worked hard in coalition with all our communities to develop our common plans.

Thank you for providing this opportunity for Mayor Withrow to testify today. I appreciate the assistance provided by your staff.

Sincerely,

Ronald V. Dellums
Member of Congress

THIS PAPER IS MADE FROM RECYCLED FIBERS

TESTIMONY OF HON. BILL WITHROW, MAYOR, CITY OF ALAMEDA, CA

Mr. WITHROW. Thank you, Mr. Chairman.

Mr. Chairman and members of the committee, first of all, I appreciate your endurance and stamina for going through this process of defining the unfunded requirements of our transportation infrastructure.

In Alameda County and within the ninth congressional district we have a number of projects we have submitted that are relatively complex, but there is one common theme that goes through all of them, and that is the impact that our area has incurred due to the back-off of our Force Structure in the Department of Defense—base closures. We are looking at the displacement of about 71,000 workers over the course of the next 2 years. We are looking at the closing of five bases, the elimination of $1.5 billion in annual local procurements in our area. We are looking at this occurring in the midst of an economic tide that is going out. Over the last 3 years in the Bay Area we have lost 100,000 jobs. In Alameda County alone, we have lost 25,000 jobs. Right now, we are losing a significant employer at the rate of one a week, an employer that has 100 to 500 employees.

It is obvious that we must replace the economic activity that is being removed from our areas. The economic engines, if you will. I would like to focus just on the island of Alameda and the city of Alameda to give you a kind of flavor for the theme of our projects.

The City of Alameda is located with an 80,000 population on an island in San Francisco Bay. It made for a tremendous home port and support facility for the Navy. It has been a support facility for 54 years. The infrastructure, the road systems, and the supporting mechanisms you have in society were built up over that period of time in response to the needs of the United States Navy and international defense.

Now that we are going through a process of converting to a civilian application, converting to civilian industries, the access and egress requirements are substantially different. The transportation needs are substantially different.

The Navy came in by ship, they tended to leave by ship, the many thousands of uniformed personnel stationed there tended to not have cars. Most of the materials that were brought in tended to be more static. They tended to go in and leave by ship or by air. Now we are looking at a different application. If we are going to be able to convert that area to reignite an economic engine off our island for the East Bay, we must do something with the very complex and convoluted access that we have off our interstate freeways and the interstate freeway itself.

The island is accessed by a four-lane tunnel on the west end and three bridges. Access off the freeways are not by ramp. They go through the streets of Oakland and right through the downtown sector of Oakland. It is obvious that if in fact we are going to bring it back on-line, we must do something to provide access and a perception that there is a future for mobility in that area.

I understand there is a lot of competition for these funds. That is probably the understatement of the year. But I appreciate your

attention to our needs. I feel that we do have an urgency of need here and would appreciate any assistance you can provide.

Mr. RAHALL. Thank you very much, Mayor.

Chair Mineta?

The CHAIR. Thank you very much, Mr. Chairman.

Mr. Mayor, it is good to have you here.

Are there some specific projects that you have in mind?

Mr. WITHROW. We submitted six of them. One is an enhanced regional access between Oakland and the Naval Air Station. That relates to the linkages—the road systems going from the interstate that come into the city of Alameda—that access the tunnels and bridges. Right now, they are strictly an urban stop-signed type of linkage.

A second project is the 880 corridor itself—the Nimitz Freeway. It is not efficient in terms of the state-of-the-art right now of transportation and the demands that are needed to even feed the linkages.

So if we are going to have the movement and mobility of both people and things, we have to clean up the access and linkages. Those two projects—one for $6 million and one for $45 million—would address the beginning of getting that started.

The CHAIR. With the realignment of 880 and with 50 coming off the Bay Bridge and that realignment that is going on, are you working with the State of California and Oakland and Alameda County on that aspect of it?

Mr. WITHROW. Yes. These requirements didn't come strictly from the city of Alameda. They are requirements from the congestion management agency of Alameda County. So it is a coordinated project. It is being coordinated with the replacement for the Cypress distribution net. It is all optimized. It is not strictly from the city of Alameda. That was a little misleading on my part.

The CHAIR. Generally, most of the things we get into in terms of financing have been beyond the conceptual stage. They are more where plan lines have been drawn and where you are starting to get into the preliminary engineering and design or acquisition of right-of-way, something of that nature. I am not sure that from what I can gather in the material we have before us—given the fact that there are other projects that are ready to go—whether or not we would be able to flesh out the kinds of concepts you're presenting to us. They are legitimate and things that we ought to be looking to be doing, but I am just wondering whether or not it is a little too early to get our teeth into it.

Mr. WITHROW. From the standpoint of the economic impact—and I can relate to what you're saying, Mr. Chairman.

The projects are beyond the conceptual stage, but they are not the construction stage. I would agree, certainly.

The CHAIR. Mr. Mayor, let me take a look at all we have here for the Port of Oakland, the kinds of things in terms of the regional access, study of alternatives, and I see we have some transit as well. Plus the BART at the Oakland Airport. It is all right there impacting in your area.

Mr. WITHROW. It is all interconnected basically with one thing.

The CHAIR. Thank you very much.

Mr. RAHALL. Thank you, Mayor.

The subcommittee will now hear from our distinguished colleague from Indiana, Hon. Tim Roemer, who will speak in support of the South Bend intermodal project.

Tim, we appreciate your being with us today. We have your prepared testimony. You may proceed however you desire and introduce the gentleman with you.

TESTIMONY OF HON. TIM ROEMER, A REPRESENTATIVE IN CONGRESS FROM INDIANA

Mr. ROEMER. Thank you, Mr. Chairman.

It is a pleasure and a privilege for us to be before your distinguished committee. I would like to introduce to you on my left, your right, the city engineer of South Bend, John Leszcynski; and on my right, your left, the general manager of TRANSPO in South Bend, Richard Rohde. They are with me both in terms of their expertise but also in terms of answering any questions you might have as well.

Mr. Chairman, I thank you and the others on the committee for giving me an opportunity to present today a progress report on the urban intermodal transportation facility in South Bend and to request authorization for moving into the second phase of this project. Thanks to excellent leadership in the community, the project is on track. I am hopeful that Congress will continue its support for this important initiative.

By way of background, the project was inspired by ISTEA and by the current and projected transportation needs in our area. The South Bend public transportation corporation, known as TRANSPO, which services both South Bend and Mishawaka, put together a plan which links the key transportation elements of our area into a single intermodal facility. This facility, located at the edge of downtown South Bend, will combine the terminal for TRANSPO as well as for Amtrak and airport transfer transportation.

The project is well on its way to becoming reality. Let me just tell you what we have accomplished in the first year.

Land for the intermodal transportation facility has been purchased and the site has been cleared.

Second, engineering studies now are underway for the construction phase of the facility and accommodations for Amtrak.

Third, on-site testing of zero-emission, battery-powered vehicles for the downtown circulator has been completed, and TRANSPO now is preparing for the solicitation of bids.

Fourth, negotiations are underway for the purchase of two auto-intercept facilities thus paving the way for new revenue sources to fund the downtown circulator.

Funding for the second phase of the intermodal system in fiscal year 1995 will activate the heart of this 3-year project. In this phase, TRANSPO seeks to, first of all, prepare the track, platform, and passenger accommodations for relocation of the Amtrak station into the new intermodal facilities.

Secondly, we plan to acquire two zero-emission back-up vehicles for the central business district, known as the downtown circulator, and four zero-emission vehicles for radial routes to and from the

intermodal facility which will run at 5-minute intervals during peak hours.

Acquisition of land adjacent to the urban intermodal facility for an auto intercept facility; acquisition and renovation of a second auto intercept facility linked to the intermodal facility by the downtown circulator—both of these will also be achieved in this second phase.

Mr. Chairman, we are creating in my district a totally integrated regional transportation system which should serve as a model for other small and medium urban communities throughout the Nation well beyond the turn of the century. It not only will ensure our area's transportation needs, but it will contribute to a more solid infrastructure, a better environment, more private investment—especially in a distressed area of the south side of South Bend—more jobs and an altogether healthier economic climate.

As a prime example, the entire fleet of TRANSPO buses is now experimenting this month with a soy oil/diesel fuel mix, which is a cleaner burning fuel with renewable properties. This effort was featured nationally on ABC News last week on the Good Morning America program and other national networks, including NBC, have expressed serious interest in covering this local story.

Tying the intermodal facility with key destinations downtown will be state-of-the-art 30-passenger vehicles. Operating continuously, these environmentally friendly vehicles, called downtown circulators, will also link three auto intercept facilities located at the edge of the downtown area. Developed in cooperation with local, State, and Federal planning authorities, the plan not only addresses regional and national transportation concerns, but environmental, infrastructure, and urban resources as well.

Here are the three examples, including what I have just discussed in my previous statement.

By reducing automobile traffic in the downtown area, substituting free zero-emission public transportation, the project reduces central business district congestion, fuel consumption, and hydrocarbon emissions. This is a primary concern to us, Mr. Chairman, because currently the area is designated marginal in the ozone attainment area. We are working very hard proactively on these kinds of projects to make sure that we maintain a better status.

Second, the investment and energy in the project itself already has created new enthusiasm for economic development in a once-decaying area surrounding the area and has stimulated planning for other projects throughout the area. As we speak, we already have two or three promises of businesses in South Bend to locate into this area. We are seeing a real ripple effect of enthusiasm for investment in this area that nobody wanted to touch before.

Considerable pubic interest is the third area. This is focused on the prospect of a modern, centrally located, safe, and well-lighted Amtrak station. The current station is only a shed, is totally without amenities, is difficult to find, and it is unsafe. Ridership will increase significantly with this new facility.

I am forwarding with my testimony a complete report on the project, which should be helpful to you and members of the committee. Also, on December 7th of last year, TRANSPO forwarded to the committee responses to the specific set of criteria outlined

by the Chairman in the Congressional Record for October 13th. As you know, Congress last year approved $3.2 million in funding for this project, which has already been matched by a local contribution of over 30 percent.

For the first two phases, we are requesting authorization for $6.4 million in section three ISTEA funding, which will be matched locally by a minimum of 30 percent. The portion of Amtrak funding in the intermodal authorization request is $7.2 million.

Since our presentation to the Congress last year, remarkable progress has occurred. I am certain the committee will be pleased to note that among our many achievements has been to reduce the overall 3-year cost of the project from $24 million to $20 million.

Mr. Chairman, this is a sound project and a very critically important project to my district and to my State. We thank you and the other members of the committee for your serious consideration of our request.

Mr. RAHALL. Thank you very much, Tim.

I noticed that we did receive the information we requested from you on the project in a timely manner. Your testimony here today will be helpful to us and we will continue to work with you on this as we go through the process.

Mr. ROEMER. Thank you, Mr. Chairman, for your continued input and time. We look forward to your cooperation in the future as well. Thank you for the opportunity to testify before you.

Mr. RAHALL. Thank you, Tim, for your leadership on these projects and in the Congress.

Our next witness is Hon. Mike Kopetski, our distinguished colleague from the State of Oregon testifying on a number of projects he has submitted.

Mike, we welcome you to the subcommittee and you may proceed as you desire.

TESTIMONY OF HON. MIKE KOPETSKI, A REPRESENTATIVE IN CONGRESS FROM OREGON

Mr. KOPETSKI. Thank you, Mr. Chairman.

Let me begin by thanking you for the opportunity to testify before your subcommittee today.

On several occasions I have spoken directly with you and with Chairman Mineta to personally discuss important transportation needs to my congressional district and for the State of Oregon. I appreciate your willingness to consider these needs as your subcommittee crafts National Highway System legislation.

I do recognize the difficult task before this subcommittee and commend you for your leadership and offer my assistance in the coming months as you set priorities, draft and introduce legislation, and move toward a vote in the House.

My remarks will be brief. For the record, I include a longer detailed statement outlining these needs for the fifth congressional district.

For a decade, though, I have worked in the Oregon State Legislature and now in Congress to correct the major infrastructure deficiency in the State of Oregon. This major infrastructure deficiency is Interstate 5 through Salem, Oregon, the capitol city. I–5 is the

major north/south thoroughfare through Oregon and my congressional district.

Each year, over $30 billion in economic activity is slowed considerably on I–5 through Salem. Salem, Oregon's third largest city, is the only major city in Oregon and along the entire I–5 system still served by a four-lane freeway. This stretch of I–5, constructed in the 1950s, is unable to handle current traffic. The traffic flow through Salem is expected to double in the next 25 years.

I want to stress the economic importance of this section of I–5 through Salem. I–5 is not only the major economic thoroughfare through Oregon but also the major roadway between San Francisco and Seattle. Additionally, I–5 links up with Interstate 84, the major east/west connection to the Pacific Northwest. I–5 at Salem also serves as the gateway to Oregon's coast and the growing tourism trade.

With this in mind, I respectfully and with some urgency request the subcommittee increase substantially the $6 million authorized previously under section 1107 of ISTEA. The total cost of this I–5 widening project is $145 million. The I–5 project—with the complete support of Governor Roberts, the Oregon Department of Transportation, and the entire Oregon congressional delegation—will widen 9 miles of the interstate through Salem and make necessary improvements to three interchanges. This is the number one highway priority project for the Oregon Department of Transportation.

If you are not able to authorize the entire $145 million, even an authorization of $30 million for fiscal year 1995 would be grandly appreciated.

A united Oregon, as I said, has brought this project to Congress annually for some time. We have had the Governor here, the director of our Department of Transportation, the House delegation, including Congressman DeFazio, have all worked with me on this important project. This subcommittee has been provided with a thorough description of this project, including detailed answers to questions posed to transportation interests by this subcommittee.

For the record, I include a copy of the questions and responses for this project.

I cannot overstate Oregon's need to rectify this deficiency and also want to underscore my adamant support for this project.

Let me address a couple of additional important projects both for Oregon and my district. All these projects have been covered in the materials submitted by my colleague, Congressman DeFazio, and the Oregon Department of Transportation.

First is the high-speed rail. This project is designed to provide high-speed passenger service from Eugene, north through my congressional district, up to Vancouver, B.C. In fact, the fastest, straightest, cheapest leg of this journey is through my congressional district because there is very little upgrading that must occur and safety devices installed.

This project has the strong support of the communities in Oregon. In fact, the Oregon State Legislature allocated $10 million for a high-speed rail development to be used to match Federal funding. The State has already acted and they are now waiting to see if the

Federal Government is serious, i.e., willing to spend some dollars for this grand project of vision.

The second item is the south/north corridor project authorization, as described in the material provided to the subcommittee. This is a bi-State undertaking to provide a high-capacity transit link between Clackamas County, Oregon—which is a suburban Portland county with all the urban growth area that is exploding—and Clark County, Washington, which is a similar area with demographic explosion occurring in Congresswoman Unsoeld's district just across the river in Washington State.

This project would be the third link in the regional high-capacity system connecting with the already completed East Side light rail transit line and the currently under construction West Side light rail transit line. I have been extremely involved in the development of this project since coming to the Congress. It is of significant interest and importance to my constituents in Clackamas County, but also for the entire Portland metropolitan region as we try to stay ahead of the transportation game with all of its positive results in terms of moving people, trade, and clean air in the Portland metropolitan region.

As the region develops a preferred route service area, I may have additional views from the fifth district to bring to the attention of the subcommittee, more specifically that hopefully this corridor will begin in Oregon City and follow the Interstate 205 line, at least for a ways.

The third area is U.S. 101, the scenic route on the Oregon coast, which is just being deluged with tourists, fortunately for our economy. It is one of the most scenic highways in the United States and I invite all of you to come tour that highway with me. But with the maturation of the tourism industry, U.S. 101's economic importance grows annually in Oregon and the Pacific Northwest.

Oregon and Washington request jointly a total of $5 million, $2.5 million for each State, for the U.S. 101 corridor to fully develop the tri-State Pacific Coast Scenic Byway. Oregon will apply the funds to the scenic and recreational improvement projects. This will promote preservation and enhancement of valuable resources while also improving economic mobility and regional capabilities. Importantly, matching funds are available from both States of Oregon and Washington. Again, the States are ready, we just need a little help from the Federal Government.

Finally, the Salem transit transfer station is seeking to move its transit transfer station from a quite congested community street to a one-half block ground level transit transfer station to accommodate both buses and passenger facilities.

The current facility is totally inadequate for the volume of ridership in Salem, our Capitol City. The total cost for the project is a mere $3.5 million. This facility will centralize all transit operations in the downtown area. Road supervisors, public information service, transit operators, and telephone information facilities will all be housed in the new transit transfer station. The project is partially funded already and includes a match from the local transit district. To complete the transit transfer station, I respectfully request an authorization of $1.8 million.

I greatly appreciate this opportunity today. All these projects are covered in detail and you have those in front of you. I thank you for your time, Mr. Chairman, and would be glad to answer any questions.

Mr. RAHALL. Thank you, Mike.

Chair Mineta.

The CHAIR. Thank you very much, Mr. Chairman.

I would like to thank Mike for his presentation. He has been a stalwart advocate of many things in his district and I appreciate his presentation here today.

Thank you, Mike.

Mr. PETRI. We will be happy to work with you. I have been following the advice of some famous Oregon politician who urged everybody else in the country to stay away. I am going to try to break that and visit your beautiful State sometime in the near future.

I guess you are experiencing quite a bit of growth and you do need to have a variety of infrastructure investment to help accommodate that. We will be happy to work with you.

Mr. KOPETSKI. I really appreciate that.

One of our best governors in our State's history was a Republican, Tom McCall. He had great vision in so many areas in environmental, energy issues, economic development to diversify our economy. He made that statement over 20 years ago that people should come and visit and not stay. But actually we have a new philosophy. We want people to come and move in our State. They are doing so by the thousands.

If you have a little bit of an earthquake—whether in the Bay Area or in Los Angeles—thousands of people call real estate agents the next day. That is happening in our State. It is an amazing syndrome. Or if there is a riot someplace.

People were going up to Washington State, but because of the transportation gridlock that downtown Seattle and that area is experiencing, now they have turned to Oregon. So if you add that to the blossoming of our tourist industry, which is our third leading industry in the State, these highway, infrastructure, and light rail demands have just magnified and accelerated beyond what our normal growth patterns were.

Yes, we want people to live there, but we also want them to visit and be good tourists. But we have to help them through these surface transportation issues. Any help you can be would be greatly appreciated.

Mr. RAHALL. Mike, I hear what you're saying from a lot of realtors in my home state, that every time there is a natural disaster in any part of the country, their phones start to pick up as well.

Mr. KOPETSKI. If I had a choice between all the States in the United States I think I would take a West Virginia or Oregon if I was living in Los Angeles. [Laughter.]

Mr. RAHALL. The gentleman from California, Mr. Kim.

Mr. KIM. I didn't like his comments. [Laughter.]

Mr. KOPETSKI. Well, as the chairman knows full well, we have a lot of expatriate Californians living in our State. I should say that they have been a grand influence. We have some of them in the Legislature now that we are very proud of. California has a lot of problems. There is no doubt about it. There are a lot of people

living down there. If some of them feel that they can't stay in that area, they are going to look elsewhere. That is just a fact.

As a planning issue, you look at the problems that California has in transportation, in air shed issues in terms of economic development, and we need to do a better job planning not just State-wide but regional-wide as well. The fact is that people are moving west. It is not longing pitting a California versus an Oregon. We in the west have that common migration problem. Just by looking at reapportionment, who is getting more seats? It is the Oregons and Californias and those places in the west.

We banter about as far as which State is better, et cetera, but people are flocking to this region. We need to ask people from West Virginia and other States to help us out in this kind of land use planning project, which is what this is really all about.

Mr. RAHALL. Thank you, Mike.

Continuing with the problems of California, we have another of our distinguished colleagues from that State, Hon. Esteban Torres. There are a couple of other panelists with him, but I will let our colleague introduce them and recognize him first.

TESTIMONY OF HON. ESTEBAN TORRES, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. ROBERT J. ARTHUR, COUNCILMAN, CITY OF NORWALK, CA; AND ARTHUR C. BROWN, CITY COUNCILMEMBER, BUENA PARK, CA, ON BEHALF OF INTERSTATE 5 CONSORTIUM CITIES JOINT POWERS AUTHORITY

Mr. TORRES. Thank you, Mr. Chairman.

I bring you today the best of California here to speak very positively about projects in that State. I want to thank you, Mr. Chairman, for holding the hearings on the proposed National Highway System legislation. I am here to speak in support of funding requests for projects in my congressional district. Certainly, I appreciate the opportunity to present this testimony.

Mr. Chairman, I would ask that my written statement be entered into the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. TORRES. First, let me say that I heartily endorse the Norwalk/Santa Fe Springs Transportation Center Interface and Airport Access Study. Norwalk and Santa Fe Springs are two cities in my district. The study is necessary to determine the parameters for providing interface between commuter rail, urban rail, bus transit, highway, and air transportation services.

I am pleased, Mr. Chairman, to introduce Mr. Bob Arthur on my left, a councilman from the City of Norwalk, who is here to testify on behalf of the Norwalk/Santa Fe Springs Transportation Center.

Secondly, I want to lend my strong support for the Interstate 5 Multi-Modal Capacity Enhancement Innovation proposal and the Carmenita Overcrossing proposal.

These two projects have been submitted by the I–5 Consortium Cities Joint Powers Authority. Both projects present innovative solutions to difficult congestion and mobility problems on one of the most highly used segments of our interstate system. The proposed

projects are important to my congressional district and of course to the entire region.

I would also like to introduce, Mr. Chairman, Arthur C. Brown, who is a councilmember from the City of Buena Park, on my right. He is also a board member from the I–5 Consortium Cities Joint Powers Authority. Councilman Brown is appearing for the Authority and for my good friend Mayor Pro Tem Mike Mendez of the City of Norwalk who is unable to be with us today due to a family illness.

Again, Mr. Chairman, I want to thank you for allowing us the opportunity to testify.

Mr. ARTHUR. Thank you, Congressman.

Mr. Chairman and subcommittee members, thank you for giving the City of Norwalk the opportunity to testify on the Norwalk/Santa Fe Springs Transportation Center Interface and Airport Access Study. The Cities of Norwalk and Santa Fe Springs are jointly developing the Norwalk/Santa Fe Springs Transportation Center. The first phase of the Transportation Center will be completed in December of 1994 and will accommodate the Metrolink station serving commuter trains from Orange and Riverside counties.

Given the limited time we have before you today, I won't go into the history of the center, but instead will focus on the need for the study. I understand that my full testimony will appear in the record.

The transportation center is envisioned to eventually be a transportation hub serving the southeast Los Angeles County and the northern part of Orange County. The first phase of the center will include a Metrolink commuter rail station with a park-and-ride lot for approximately 300 vehicles and an exclusive area for transit and shuttle buses.

The first phase is located on approximately 3 acres of land provided by the City of Norwalk. The City of Santa Fe Springs is exploring the feasibility of acquiring between 17 and 30 acres of land which could be used as a remote park-and-ride lot to serve the Los Angeles International Airport.

The Los Angeles Metropolitan Transit Authority has completed a Route Refinement Study and Environmental Impact Report to extend the Metro Green Line rail transit from its current proposed terminus at the I–605 Freeway to the Transportation Center. The Orange County Transportation Authority is evaluating the extension of their proposed rail transit facility to the station.

The center is an integral part of both cities redevelopment plans. It is clearly evident that the Norwalk/Santa Fe Springs Transportation Center is poised to become one of the most significant transportation hubs in the Los Angeles County area and the connections provided at this center will have a synergistic effect on improving mobility in the region.

Recognizing this potential, the cities of Norwalk and Santa Fe Springs have invested and committed funds toward the development of the project. In addition to the 3 acres of land, the City of Norwalk has committed in excess of $2 million, Santa Fe Springs has committed $1 million, the MTA has approved over $2.5 million, and the State of California has allocated $4.2 million for the first phase.

The bus/rail interface study will identify the demand for bus service at the center to serve the employment centers in the vicinity of the Metro Green Line. The study will result in the definition of route structures, estimate bus requirements, and the estimated cost of providing service to the Metrolink Station.

The study findings will permit the agencies in the metropolitan area—such as the cities, and the MTA, the Southern California Regional Rail Authority—to formulate programs for the establishment of the interface. These agencies have provided letters of support and have also demonstrated their commitment to this project through their financial participation.

In order to accommodate the increasing demand for ground access to the airport, the city of Los Angeles Department of Airports is exploring various options. One such option is the development of remote locations for park-and-ride and check-in facilities. A site in the vicinity of the I–105 Glen Anderson Freeway would be ideal for such a facility, particularly in view of the HOV lanes in operation on that freeway.

The Transportation Center is an ideal location for a remote park-and-ride lot for various reasons. First, the site is located at the confluence of major transportation facilities in the region, including three freeways—I–5, 105, and the 605—the Metrolink service and the future urban rail services. The freeways provide easy access to this location from the San Gabriel Valley, southeast Los Angeles County, and Orange County.

Secondly, up to 30 acres of land are likely to be available adjacent to the commuter rail station for the development of the park-and-ride lots. The HOV lanes on the Glen Anderson Freeway provide significant reduction in travel time to buses, shuttles, carpools, and vanpools. A remote location with lower parking costs and reduced travel time to LAX would be extremely attractive to air travellers.

The airport access study will estimate the demand for such a facility and for bus-shuttle service between the remote park-and-ride lot and LAX. The study will also identify alternatives for the provisions of the bus-shuttle service, the schedules, and the cost of such a service. The study findings will provide the agencies with the information to work toward the implementation of this facility.

The cities of Norwalk and Santa Fe Springs, the MTA, CALTRANS, and the California Transportation Commission have demonstrated their support to the Transportation Center project through the commitment of over $10 million in funds and the continuing participation in this project. The City of Los Angeles Department of Airports has encouraged the cities to evaluate the feasibility of a remote park-and-ride facility for LAX. The Southern California Regional Rail Authority, Metrolink, has provided continued support for the project, evidenced in their letter of support.

I hope I have been able to present to you the great regional significance of the Transportation Center project and the need to conduct the Interface and Airport Access Study. The approval of $300,000 to conduct this study will lead to the availability of information in a timely manner so that the transportation services that would improve mobility and air quality could be provided.

I want to thank you for the opportunity to present this testimony and urge you to favorably consider our request to fund this study.

Thank you, gentlemen.

Mr. TORRES. Mr. Chairman, I now introduce Mr. Brown to you.

Mr. BROWN. Mr. Chairman and members of the subcommittee, on behalf of the Interstate 5 Joint Powers Authority, I thank you for the opportunity to present to the committee proposals for consideration in the National Highway System legislation.

I am a member of the Board of Directors for the I–5 Joint Powers Authority. The Authority represents the cities of Buena Park, Commerce, Downey, La Mirada, Norwalk, and Santa Fe Springs located in the 18-mile I–5 corridor between Orange County and Los Angeles central business district.

The Authority was established in 1991 to work in partnership with the Federal Highway Administration, the State, and regional transportation authorities to plan I–5 corridor capacity and regional mobility improvements while minimizing social and economic disruption in the I–5 corridor.

The I–5 corridor is a major population and employment center with a population of 325,000 and an employment base of over 500,000 jobs. The I–5 corridor is a critical inter-county link that connects Orange County and its numerous travel corridors with Los Angeles and its major employment centers such as downtown Los Angeles.

As the backbone of the interstate and State Route system in California, the I–5 currently carries high traffic volumes in excess of 250,000 vehicles per day, operating at a service level F plus 3 to 6 hours during the a.m. and p.m. peak hours. The I–5 consists of 50 substandard, non-functioning freeway facilities and a limited number of general purpose lanes that do not match lane availability north and south of the corridor. There is significant local congestion due to the lack of I-5 capacity.

Environmentally approved and funded I–5 widening projects in Orange County will be completed later this decade. The 10 to 12 lane improvements will attempt to funnel the increased capacity in the six lanes beginning at Buena Park resulting in a bottleneck and creating even more congestion than currently exists at that location.

An innovative program of capacity improvements can meet regional mobility needs without sacrificing local interests and needs.

Unfortunately, I–5 HOV improvements in Los Angeles County are not programmed until the year 2010. However, adding additional HOV lanes on I–5 will not alone solve the local and regional capacity and traffic congestion problems. The I–5 capacity enhancement innovative projects is a multimodal system approach using innovative techniques and processes to increase the capacity, efficiency and safety of I–5 with minimal right-of-way intrusion. A comprehensive approach is required if the enhancements are to be achieved while protecting the social and economic interests of the corridor communities.

ISTEA authorized $6.7 million for a feasibility study, conceptual design, preliminary engineering, and environmental review of HOV improvements, intermodal coordination with planned and existing light rail, commuter rail and other transit systems, crossing and

parallel arterials, interchanges, Transportation System Management improvements, and Transportation Demand Management improvements. ISTEA does not provide funding for the design and implementation of project elements.

Because near-term congestion relief is critical, given the construction of I–5 HOV improvements in Orange County, the Authority has submitted proposals for consideration in the National Highway System Act. The Authority seeks authorization for the design of interim HOV improvements, early TSM improvements, TDM projects, and the Carmenita overcrossings.

Examples of the TSM and TDM improvements include traffic operations systems, ride share incentives, ride share marketing, transit service improvements, transit incentives, local street improvement studies, traffic control improvements, and employer-based transportation management programs. It includes planning to improve access for the multimodal transportation centers planned in the I–5 corridor.

The design of interim I–5 HOV improvements from Orange County to I–605 to be constructed within the existing State right-of-ways is proposed in order to accommodate the HOV improvements in Orange County scheduled for completion by the end of this decade. In the absence of interim HOV improvements, the significant bottleneck that will be created cannot be resolved for at least another 15 years.

It is estimated that TSM and TDM improvements can increase capacity in the I–5 corridor by as much as 25 percent. The NHS request for the TSM and TDM and multimodal planning and design is $7.4 million. The request for HOV design is $2 million.

A second proposal requests the transfer of $4.7 million from the Norwalk Boulevard grade separation project authorized in ISTEA, to the Carmenita/I–5 overcrossing and request new authorization of $10.96 million for the balance of project improvements and costs. Carmenita, a two-lane overcrossing, is one of the most deficient regionally significant facilities on the I–5.

Carmenita Road is four lanes in each direction north and south of the Carmenita overcrossing. A major highway and truck route, Carmenita provides access to the highly industrialized area located around the overcrossing.

There is significant congestion and traffic delays due to the substandard overcrossing, ramp configuration, traffic signals, and a railroad grade crossing south of the bridge creating unsafe conditions with vehicle queues backed over the bridge. Carmenita is one of the few overcrossings of I–5 and State Route 91 Freeways that continuously serve the north/south circulation needs of the region.

Carmenita is an important facility to regional transportation connecting nine cities to the freeway and State highway system. The movement of cargo from the area is severely hampered by the railroad grade crossing at Carmenita Road and the traffic congestion being created by the obsolete narrow bridge.

I thank you for the opportunity to present these important proposals to the committee. The Authority hopes the proposals are given serious consideration.

Thank you.

Mr. RAHALL. I thank the gentlemen for their testimony.

Does the gentleman from California, Mr. Kim, have any questions?

Mr. KIM. Thank you, Mr. Chairman. I have a small question about this transportation center.

I am a little confused about this park-and-ride facility you are talking about for LAX. Is that somehow integrated together with the I–105?

Mr. ARTHUR. Yes, it is directly related with the HOV lanes down the center of the I–105 Freeway and the study of what we are proposing to do with a remote check-in access to the airport.

Currently, the Green Line is not planned to go to the airport until many, many years from now. Even then, it will terminate at the Lot C area outside the airport, whereas the shuttle service and the remote check-in at either of the two park-and-ride lots on the east or west side of the City of Norwalk would have direct access to the airport terminals.

Mr. KIM. So your transportation center actually provides the shuttle system without going down I–105?

Mr. ARTHUR. It would travel down the HOV lanes of I-105.

Mr. KIM. But you are not relying on this I–105 Green Line to carry these passengers to Parking Lot C?

Mr. ARTHUR. No, sir, not at this time.

Mr. KIM. Thank you.

Mr. RAHALL. We appreciate very much your patience in being here today. We appreciate your traveling today to be with us and present your testimony.

Our next witness is a gentleman I have had an opportunity to meet with on a couple of occasions both here in Washington and in Orange County. For purposes of formally introducing him, I am going to recognize a former colleague of ours on this committee who is fortunately still a colleague in the Congress. He just found some other committee to go to—Appropriations.

Ron, we welcome you back to your old stomping grounds. You can introduce our next witness.

TESTIMONY OF HON. RON PACKARD, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; STAN OFTELIE, CHIEF EXECUTIVE OFFICER, ORANGE COUNTY TRANSPORTATION AUTHORITY, ORANGE COUNTY, CALIFORNIA

Mr. PACKARD. Thank you very much, Mr. Chairman. It is just like putting on my old leather jacket to come back to this committee. It feels very comfortable and warm.

Thank you very much, Mr. Mineta, the chairman of the full committee. It is a pleasure to be back in this room again.

I am here to make an introduction of Mr. Stan Oftelie, the CEO of the Orange County Transit Authority, a very successful agency that has moved transportation in Orange County ahead of anything we have ever seen in the last decades. We are very grateful for his leadership and grateful that he is here.

I am here also to lend my complete support to the HOV and parking facilities and the entire project. I am here to tell this committee that we have done at least a part of our job on the Appropriations Committee. We have at least begun the appropriations process for this project. It now needs to be authorized. So we are

here to ask you to do your job and allow this project to move forward.

We hope that you will look with favor on this project as you consider it among all the many other projects across the country in your transportation projects bill.

It is with pleasure that I introduce to you your next witness, Mr. Stan Oftelie, of the Orange County Transit Authority.

Mr. OFTELIE. Thank you, Congressman. It is a special honor to be here before this committee and before my congressman, Jay Kim, who represents the area of Orange County that I live in.

Briefly stated, our funding request under the section three new start program has two parts—special freeway-to-freeway carpooling connections at the interchange of Interstate 405 and State Route 55, and an Orange County Intermodal Transit Facility at Anaheim that will be a source of sustainable revenue to finance transit operations in the county.

Mr. Chairman, the two transit elements are the keys to a 100-mile, $3 billion transitway and carpool lane program in Orange County. Our approach in developing this system is a little bit different than most you have been hearing about today. Most of our friends and colleagues in the transportation industry are asking you to support projects with a 90/10 split in terms of funding. We are asking for a little bit different mix. We think the project should be 90 percent locally funded and 10 percent federally funded.

We are requesting a $318 million Federal share on a $3 billion transportation system. Details of the project are specified in the written material you requested.

This written material has been particularly beneficial for us to put together. We appreciate the chance to respond directly to the questions you posed in your investment criteria. We believe the way this is structured, it fits our project like a glove. The past support we have seen in the 3(j) report and other documents have given us an opportunity to move this program ahead.

I would briefly like to discuss the intermodal center, the centerpiece of this overall program. The Orange County Intermodal Center in Anaheim would be the hum of a local commuter bus, carpool lane, private parking, express buses, a future light rail system, and it will have a direct shuttle connection to Metrolink and Amtrak stations.

What is particularly unique about this facility is the plan to transform it into a significant revenue source to help operate the transportation system, particularly an express bus route on our network carpool lanes. Specifically, we are looking to build the intermodal center with 12,000 parking spaces, spaces which will generate needed revenue for transit operations. At a time when there is enormous competition for shrinking Federal transit operating funds, we are proposing a project that will reduce local demands for Federal transit operating funds while providing locally a significant source of sustaining transit revenue.

We believe this project meets the goals of ISTEA. It will provide economic stimulus, it is cost-efficient, it brings together the concepts of intermodalism, we believe it is innovative, and it is inventive in the way it approaches difficult problems.

Mr. Chairman, thank you very much for the opportunity to speak with your committee today. I appreciate it and will provide you all the detailed information we can to respond to your questions.

Mr. RAHALL. Thank you very much, Stan.

Chair Mineta?

The CHAIR. Really I have no questions other than to thank Ron for his work not only when he was here on this committee, but now that he has gone to the other committee you mentioned—although he is a powerful member of that other committee, I must say.

Stan, thank you very much for your presentation.

Mr. OFTELIE. Thank you.

Mr. RAHALL. As I understand it, the Federal Transit Administration has rated this project very high in terms of its cost/benefit ratio. To what do you attribute that?

Mr. OFTELIE. Mr. Chairman, the traffic in Orange County is a sight to behold. While we have been hearing that some highways are carrying 25,000 or 100,000 cars a day, many of the interchanges in Orange County carry between 400,000 and 500,000 cars per day. Just the sheer volume and weight of that type of volume creates opportunities and unique problems. As the Federal Transit Administration looks over the potential of looking at carpool lanes to reduce that number of cars by providing ride sharing and more people per vehicle. We find that our projects work very well.

Also, on this one we are working within existing right- of-way wherever possible to hold the cost down. So we are bringing you a series of very cost-effective projects.

Mr. RAHALL. How does a transitway fit into Orange County's regional infrastructure? How much are you requesting as the Federal share to pay for it?

Mr. OFTELIE. On the $3 billion system of transitways, we are asking for $318 million. That is, out of the $3 billion, we are asking for just about 11 percent. We are going to put up 89 percent in local funds.

Mr. RAHALL. So it is reversed.

Mr. OFTELIE. Yes, sir. That is the exact approach.

Secondly, Orange County is a pretty conservative place. In fact, we tried to get local option sales taxes three times before we were successful. This county is very focused on getting the most for its money and delivering the project in a cost-efficient way.

Our county is so difficult, the last time a county-wide revenue measure passed Dwight Eisenhower was President, the Dodgers were in Brooklyn, and I believe you were in elementary school.

Mr. RAHALL. I wasn't born yet. [Laughter.]

Mr. OFTELIE. I think you might have been.

Mr. RAHALL. Thank you, Stan.

The gentleman from California, Mr. Kim.

Mr. KIM. Mr. Chairman, I would like to take this opportunity to thank Congressman Packard. It was his effort that put me on this committee.

I do have a few questions for Mr. Oftelie.

How much are you requesting in Federal funding?

Mr. OFTELIE. Out of a $3 billion program, we are requesting $318 million. That is 11 percent of this program. On this particular

project, on these two elements, it is about 48 percent will be local funds.

But you can't just look at a project in that fashion. There is no reason to build freeway-to-freeway carpool lane connectors if you don't build HOV lanes on the freeways. So we are looking at the total package to get the 11 percent figure.

Mr. KIM. I understand that FTA has rated your project pretty high on a cost/benefit ratio. How did you get that?

Mr. OFTELIE. We are trying to use the capacities in automobiles. We can move a number of people into transitways rather than simply moving individual people in cars. We think that helps make this work so effectively. Because we have such high volume of cars in Orange County, this helps move the program.

Mr. KIM. I understand President Clinton has proposed substantial cuts in transit operation. How are you going to fill up the transitway?

Mr. OFTELIE. Mr. Kim, we believe that we can use the revenue generated by the Orange County intermodal facility at Anaheim to provide new revenue, locally generated, to replace any loss of revenue in our county. We think it is the first time that we are stepping up with a new locally generated revenue so that we don't have to keep coming back to Congress and Washington, D.C. and asking for more money. We are hoping that this type of program that creatively develops local revenue sources can provide a basis to replace those dollars that are lost.

Mr. KIM. How are you going to generate the revenue?

Mr. OFTELIE. The program will generate $7 million to $9 million per year. If there is a place where an intermodal structure can be successful, it is next to Disneyland. That is exactly where we plan to build it. Rather than people paying to park in the existing Disney parking lot, they would in fact use this facility.

Similarly, people using the Anaheim Convention Center would be channeled into this facility generating the $7 million to $9 million in revenue. That revenue would then be turned around to operate express buses on this 100-mile network of HOV lanes.

Mr. KIM. Mr. Chairman, thank you again.

Mr. RAHALL. Thank you, Stan.

Our next panel was to be introduced by our colleague from Oregon, Representative Ron Wyden, but I understand that he cannot be here at the moment. So, we will ask Mr. Tom Decker of the Port of Portland, Oregon to take the witness table at this time.

Mr. Decker, we welcome you to the subcommittee. We do have your prepared testimony and you may proceed in the manner you desire.

TESTIMONY OF TOM DECKER, MANAGER, FEDERAL GOVERNMENT RELATIONS, PORT OF PORTLAND, OR

Mr. DECKER. Thank you, Mr. Chairman.

I have submitted my testimony for the record and we have also responded to your 18 questions, so I will be brief today.

I am pleased to be here testifying on behalf of the Port of Portland. Our request is part of a $30 million intermodal improvement project at our marine terminals. It would provide several public benefits including improved goods movement—both regionally and

nationally—air quality improvements locally, reduce congestion, and reduce truck traffic through local neighborhoods.

First let me thank you subcommittee for your work on the Intermodal Surface Transportation Efficiency Act. ISTEA is working well in our region. Through your efforts, the Nation's vision of transportation has been expanded to include improved goods and freight movement.

Yet today many ports around the country face their weakest link in the logistics chain at their back door. This is the point at which congested roads and inadequate rail linkages connect to marine terminals. The problem was recognized and discussed forcefully by former Portland, Oregon mayor, Neil Goldschmidt, who later served as Secretary of Transportation. Today half the country's ports already face growing congestion on the access points serving their terminals. Meanwhile, total port commerce is expected to triple in the next three decades.

Complicating this challenge is the fact that transportation decisions often reside with local, State, and Federal agencies rather than the ports themselves. Our jobs, our quality of life, our competitive position in the world depend on how well we look after and plan for the smooth movement of goods and freight into and out of the Nation. Recent innovations, such as just-in-time manufacturing and delivery, now make timely movement of goods even more critical.

If we do not provide transportation efficiencies, our Nation's productivity and competitiveness will suffer. Moving goods quickly and economically is at the heart of the proposal submitted to you by the Port of Portland. Today, the Port of Portland and our fellow ports on the Columbia River serve as an export gateway for the entire Nation. Goods originating in the east, the midwest, the States along our border with Canada, and the Pacific Northwest move across our docks. These exports mean that we are a positive contributor to the Nation's balance of trade.

In the interest of time, I am going to very quickly summarize our projects. We have proposed a combination of intermodal and highway projects aimed at improving freight access at port intermodal facilities.

For our Columbia Slough intermodal expansion bridge, the port seeks $12.1 million for freight access and rail improvements. This builds on an earlier $2.1 million authorization in the 1991 ISTEA bill. Objectives include providing improved freight access and capacity, providing more efficient freight movement to reduce reliance on trucking, and improve air quality, and providing more efficient freight movement on the region's main north/south rail line.

I should point out quickly that this is also the region's high speed rail corridor.

All three projects are on port property and would be retained by the port.

Our Columbia Boulevard terminal access improvements total $1.05 million. Columbia Boulevard is the main arterial south of Portland International Airport. It is already congested making freight movement and access inefficient. Improvements on this thoroughfare are a top priority for the port and its customers as it provides access to both the airport as well as marine terminals.

Assistance by the subcommittee and the full committee will be needed to bring these improvements on-line. You have received in the past this year letters of support from the Oregon House delegation. Let me thank you at this point for your subcommittee's support for improved transportation system improvements that recognize the importance of connections at intermodal points along the way. Also, thank you for your serious consideration of our request.

Mr. Chairman, that completes my statement. I appreciate your time.

Mr. RAHALL. Thank you very much.

Chair Mineta?

The CHAIR. Let me just thank Mr. Decker for being here.

Is Sam Nito still on your board?

Mr. DECKER. No, he is no longer on the board.

Mr. RAHALL. Mr. Decker, I was just told that Representative Wyden is on his way. Perhaps he just got into town. I don't know. But if you would like to hold for a minute, maybe we will just go on to the next witness.

Mr. DECKER. Sure I don't mind. You're on a tight time table, so we can just go ahead.

Mr. RAHALL. Thank you for your understanding.

For purposes of introducing our next witness, the Chair is going to recognize the gentleman from Missouri a very valued, respected, and effective member of this committee, and a dear friend of mine and colleague from the State of Missouri, Bill Emerson.

TESTIMONY OF HON. BILL EMERSON, A REPRESENTATIVE IN CONGRESS FROM MISSOURI; AND WAYNE MURI, CHIEF ENGINEER, MISSOURI DEPARTMENT OF HIGHWAY, AND TRANSPORTATION

Mr. EMERSON. Thank you very much, Mr. Chairman, for your kind introduction.

It is my pleasure to welcome to the committee at this time the chief engineer of the Missouri Department of Highways and Transportation, my Wayne Muri, who is no stranger to this committee. I know he is well known to you and to Chairman Mineta, having appeared before us on many occasions. Wayne is a former president of the American Association of State Highway and Transportation Officials and is highly regarded nationally by the transportation community. He is highly regarded by me as an example of one of the finest public servants it has ever been my privilege to know. I mean that truly.

I could recite for you many instances where he has gone to the bat above and beyond the call of duty to serve the citizens of Missouri and our transportation needs, but I won't take the time to do that now. Just permit me to give a warm welcome on behalf of all of us to Mr. Wayne Muri.

The CHAIR. I want to join you in your welcome.

During the time that we were putting ISTEA together, I don't know the number of times I would want to call Wayne to bounce ideas off him.

You are absolutely right. He may do good things for the State of Missouri, but he has done great things for our great country in terms of his leadership at AASHTO and being willing to respond

whenever I called about issues from their perspective. We do a lot of legislating around here, but they are the folks who need to make it work at the other end of the legislative pipeline.

Wayne, I want to thank you for your patience and for your willingness to always respond to whatever inquiries I had when we were putting ISTEA together.

Mr. MURI. Thank you very much.

From my past positions, I know a little bit about the hard work of this committee and the work it has done on the National Highway System. From the heart, I just want to thank all this committee, and both of these chairmen, for all you have done. I have been in this business for over 35 years and you have really, really made a difference.

Chairman Rahall, I want to thank you for attending our AASHTO meeting in Detroit.

I think you have my written comments. I would like to offer just a couple of comments, if I may. One is a little bit more of a broader base.

Maybe you have a larger constituency out there for the National Highway System out there than you might think. Personally, there are so many folks out there in our constituency that you just don't have the time, money, and the finances to come to Washington to share that with you. Sometimes I wonder whether or not the full message is really coming to Washington and how much support you have for the National Highway System.

If you have any doubts about that—I know you can't do this, but I wish you could—return with me to Missouri tomorrow. We have what we call our Carter Coalition Groups coming to our State Capitol. These are cheering sections like you can't believe for almost every section of National Highway Section we have in the whole State of Missouri.

I can tell you that the University of Missouri has half that cheering section, we are going to be in the final form.

I wish you could hear this—maybe you do here in Washington, D.C.—but you have support back there like you cannot believe.

I would also like to share something on a little broader basis. We have a huge stake in the Federal program. Where it goes, it never stays strong. I think there is a simple principle that has a lot to do with the National Highway System. The folks out there must connect what they pay with what they get. That is exactly what the National Highway System does and they understand that.

I guess I would also plead with you on behalf of AASHTO. We work with flexibility. We push for flexibility. But I would also plead with you that if we divert significant sums of money from the payee into the system—which is the road-user—I think this could be a real problem for things such as a National Highway System and our Federal program.

Those are some of the things that concern us. Again, I wanted to say those because we really support the hard work you are doing on the National Highway System. It is very important to the States and to Missouri.

Specifically, we have asked for your consideration on two projects that we have that are very worrisome to Missouri. It is two of our bridges across the Missouri River. Both of those bridges are over

60 years old and are in extremely poor condition. They carry major highways across the river from Missouri to Illinois. Our request has the full support of the State of Illinois. Both of these bridges are very, very narrow and they are not safe. They are very old, structurally deficient—if you can imagine 6 years of traffic—their life is gone.

Unfortunately, these same bridges had to suffer through the floods that we had this summer. You put those things together and we have two bridges that are an extreme concern to us.

Specifically, at Cape Girardeau we have Route 74, which provides a link across the river. It is the only bridge within a 90-mile stretch of the river. So it is our only link—the only way the folks in that area can get to the interstate and go east/west. If there is anything that really connects a National Highway System, this is absolutely such a connection and a deep concern to us. If you can visualize a bridge that serves all those folks, there is a speed limit across that bridge of 15 miles an hour because of the condition of the bridge.

This summer—as you have probably heard and heard and heard—we had a flood. We had heights of water like we have never had which resulted in velocities like we have never had. On this particular bridge at Cape Girardeau, if you can visualize the Mississippi River—the critical pier is out in the middle of the river. Now we have about 25 to 30 feet more depth than we should have. It is about 65 feet of water. We have tremendous erosion around this pier and it is washed out around this pier very severely.

At best, we can make some temporary repairs, but in that kind of depth and that kind of current, that is very, very risky. You can imagine our concern with that. As I mentioned, that is the only link across the river for 90 miles.

You have heard about the earthquakes in California. This is sitting on the New Madrid Fault. This bridge is not going to survive any kind of earthquake, let alone some of the major earthquakes predicted for this part of the State, which we hope never happens. But we are very, very vulnerable on this bridge.

At Hannibal, which is in the northern part of our State—again, it is the only link in that area. Route 36 is a major east/west roadway that Illinois has improved to a four-lane highway. We are investing $200 million to take 36 four-lane across the remainder of the State in Missouri. All this funnels into one very narrow two-lane bridge, which is very, very old. It is also 60 years old.

The flood damage there—if you can imagine a bridge—because the flood lasted almost 3 months in that area, it washed the material out from under the support of the bridge. Now basically the bridge is supported by timber piling. That is 60 some years old. Again, the repairs that we can make there are very, very difficult and very, very risky.

The only thing we can do is replace these bridges. We have no choice.

I guess we are here to ask your assistance. These bridges are expensive. This is a big river and very expensive projects. In our normal flow of funds, we just don't have the funds to do that.

Even though we don't have the funds to replace the bridges, because they are so critical we have proceeded with all the studies,

design, all the right-of-way—in other words, we are ready to build a bridge except for the finances to do so.

Mr. Chairman and the rest of the committee, I know you hear a lot of requests. I really admire your stamina and your dedication in listening to all these requests. But here we have two bridges. Both of them are clearly a National Highway System link that could very easily, almost on a moment's notice, be severed. We are that vulnerable.

The second is that there is no way we can fund bridges such as this under our normal allotment. You may recall the Federal program at one point had a bridge discretionary part of the program. It was significant and from that we could fund large bridges. As you probably know, that is a very limited amount of money in the existing Federal program.

We think we are a little unique in that we are ready to construct, except for the financing.

Let me end my comments there. There are many other things I can say, but these are very, very critical to us. I do want to end, again, by thanking this committee and the Public Works Committee for all they have done with regard to the National Highway System.

Thank you, sir.

Mr. RAHALL. Thank you, Wayne.

Bill.

Mr. EMERSON. Thank you, Mr. Chairman.

Wayne, thank you for your statement. It is very well put.

Mr. Chairman, I want to say that I have personal knowledge of the situation in Cape Girardeau. That is where I live in Missouri. Mr. Muri has expressed very well the sentiments of our entire region. We are joined in his expression across the river by Congressman Costello from Illinois. He represents the Illinois side of the river there. To the extent that we are talking about Hannibal, I want to indicate that Congressman Volkmer and Congressman Durbin, who represent that region, are fully in support of what Mr. Muri has testified to here. Also the majority leader, Mr. Gephardt, whose district lies between Mr. Volkmer's district and my district is also on board, familiar with this project, and supportive of the course of action as suggested here by Mr. Muri.

Mr. Costello had hoped to be here with us today, but is unable to be. He has joined together with Congressmen Volkmer, Durbin, Gephardt, and myself in making the expressions to the Federal Highway Administration that are necessary for us to move forward here.

I do have several questions that I would like to have on the record.

Wayne, in your testimony, the studies done by the Missouri Highway Department have shown significant damage to the main pier of the Cape Bridge. In your opinion, based upon studies done by the Department, is this damage a direct result of the flooding last summer?

Mr. MURI. It absolutely is because we had information of the existing conditions prior to the flood. Now we have what is there according to our surveys after the flood. It is very clear as a result of the flood.

Mr. EMERSON. If indeed the damage to the bridge was a result of the flood, has the Federal Highway Administration been made aware of this damage?

Mr. MURI. Yes, they have, and we have appealed to the Federal Highway Administration for emergency relief funds.

Mr. EMERSON. And what has been their response?

Mr. MURI. They have not approved any funding for the replacement of the bridges, possibly some repair. But we are very nervous about making repairs for two reasons. Number one is that it can't be a permanent repair. Second is because of all the unknown factors in the depth and occurrence and flooding—and it is predicted again this year—it is very, very risky.

Mr. EMERSON. I also concur in that. Based upon my local knowledge, I know that that is true.

What can we do from a committee perspective to assist in getting the Federal Highway Administration on board? I, for example, have written a letter to Mr. Slater, as has the majority leader, Mr. Gephardt written a similar letter asking for emergency funds. What else do we need to do?

Mr. MURI. I think the key point is that when we have this kind of damage—we know that at least one of the bridges will be in the $11 million to $12 million range, and probably more. That is just our preliminary investigation.

If we have this kind of damage to these kind of structures—and we are going to repair those structures that are already so deficient structurally, functionally, and all these things—we need to replace the bridges and not repair them. That is not a good investment. It doesn't make sense.

Mr. EMERSON. That leads to my next question. Although you have requested the authorization of these bridges as a part of the NHS, in your opinion—and in light of the fact that both of these bridges are in terrible condition—would this process be prompt enough?

Mr. MURI. There is no solution to either one of these bridges when you have structures in this condition other than replacement.

Mr. EMERSON. I wish the committee could take the time and come to look at both of these bridges. When I am home on the weekends I see the bridge at Cape Girardeau every weekend. I would be happy to volunteer to try to answer any question you may have about it. As a matter of fact, we ought to have some photographs and bring them up here so that at least we can share the photographs with the members of the committee. They could then see what we're talking about.

I want to just repeat for emphasis that it has been necessary to put a 15 mile an hour speed limit on this bridge which carries very, very heavy traffic. It is 60 years old. You only have to look at the river and the bridge to understand how it was seriously put in jeopardy by the flood of this past summer.

Finally, Wayne, I would want to ask about the status of the Illinois Department of Transportation, the co-partner in these bridges. I know my colleagues Costello and Durbin across the river have signed on in support, but do we have the support of the Illinois Department of Transportation?

Mr. MURI. I can absolutely share with you that the Secretary of the Illinois DOT is very supportive. Illinois' economy is very much at risk with both of these bridges. As you are aware, their place of employment, their hospitals— all their services are on the other side of the river from large communities in Illinois. They are deeply concerned.

Mr. EMERSON. I might just say to the committee for emphasis here that the bridge at Cape Girardeau serves a vast area of southern Illinois and southeast Missouri. Cape Girardeau is the major regional trading center between St. Louis, Missouri and Memphis, Tennessee. It is the largest town in the reason for many hundreds of square miles and really is a major financial trade legal medical center.

If this bridge were not operational, services to literally scores of thousands of people would be in grave jeopardy.

Wayne, I thank you for your very astute comments.

Mr. MURI. Thank you.

Mr. RAHALL. Chair Mineta.

Mr. MINETA. I have no questions at all.

I understand the nature of the two crossings. Thank you very much, Wayne.

Mr. RAHALL. The gentleman from Wisconsin, Mr. Petri?

Mr. PETRI. I thank you for your very clear testimony and we are looking forward to working with you.

Are the Senators from Illinois fully on board on this? I know Senator Simon used to represent Illinois' side of this area.

Mr. MURI. Yes, they are.

Mr. PETRI. Thank you.

Mr. RAHALL. Wayne, it is very good to see you again. We appreciate all your help to the subcommittee and full committee over a number of years. We look forward to continuing to work with you.

Mr. MURI. Mr. Chairman and Chairman Mineta, I want to say once again that you are really making a difference in our transportation in this country. We thank you.

Mr. RAHALL. Thank you, Wayne.

We are going to backtrack here just a moment and recognize our colleague from Oregon, a very distinguished and good friend of all of ours, Representative Ron Wyden.

Ron, as you have probably heard, we did hear testimony from Mr. Decker of the Port of Portland. We got confusing messages. I thought at first you were not going to make it. Then as he was concluding his testimony, we got the message that you were on your way. That is why we went ahead.

Welcome to the subcommittee. You may proceed as you desire. We do have prepared testimony from you that will be made a part of the record.

TESTIMONY OF HON. RON WYDEN, A REPRESENTATIVE IN CONGRESS FROM OREGON

Mr. WYDEN. Thank you very much, Mr. Chairman. I do apologize for being late. Even though our good friend, Norm Mineta, thought I should talk for an hour and a half or two hours before the committee, I am going to be real brief.

The CHAIR. Mr. Decker made a great presentation. I think every minute you take we take $10 million off.

Mr. WYDEN. I understood that was generally the rule, Chairman Mineta. I am going to be real brief. Again, my apologies to the committee for being late.

The heart of the concern we have in Portland is that over the next 20 years our population is expected to nearly double. We are experiencing very significant growth. Our transportation and infrastructure systems are being sorely pressed. There are two projects we are very hopeful the committee will look on favorably.

The first is the Port of Portland project that is aimed at easing congestion problems at the river gate marine terminals and along Columbia Boulevard. The reason this project is so important to us is that it is absolutely critical for us to move freight efficiently. This project calls for the expansion of intermodal access to marine terminals and to expand the port's at dock, rail, and container facility. We think this will give international trade a very significant shot in the arm. Frankly, we badly need it at this time when our timber and natural resources economy is strongly hit.

The second project is the West Side project. I understand that you have heard from Congresswoman Furse and Congresswoman Unsoeld. The ISTEA authorized $515 in funding for construction of the West Side project. Things are going very well in that regard.

ISTEA directed the Federal Transit Administration to amend the West Side full funding grant agreement to incorporate the Hillside Extension, but an additional $100 million in funding and authorization is needed to construct the project to ensure that the West Side project is completed on time in September of 1998 at the Hillsboro.

Most of that $100 million requested would be used to construct the Hillsboro Extension. We are very much appreciative of the committee's consideration. For years— certainly in my tenure dating back to our days when our friend, Les AuCoin worked closely with this committee on transportation projects—you all have been very gracious in terms of working with us on a bipartisan basis and we thank you for that.

I yield back.

Mr. RAHALL. Thank you very much, Ron. We appreciate your testimony and your leadership in the House on this and many issues of importance to Oregon and to the country.

I recognize Chairman Mineta.

The CHAIR. Well, I think we have seen where leadership on projects really do come out of Oregon. I went up to Portland to take a look at what you were doing on the pedestrian mall, then took that concept and put it into our city of San Jose plan. There was a light rail. So when you talk about things you have done up in Oregon—you have been a leader. There is no question about it.

Again, thank you for your testimony here, even though you were late. Tom did a great job on your behalf.

Mr. WYDEN. Chairman Mineta, you have been great over the years to us, and Chairman Rahall as well. We want to work very closely with you.

Mr. RAHALL. Thank you, Ron.

Thank you, Ron, for making the special effort to be here.

For purposes of introducing our next panel, the Chair recognizes a distinguished member of this committee and respected Member of the House, the gentleman from California, Hon. Stephen Horn.

TESTIMONY OF HON. STEPHEN HORN, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND GUY B. HESTON, ASSISTANT GENERAL MANAGER, LONG BEACH PUBLIC TRANSPORTATION CO.

Mr. HORN. Thank you very much, Mr. Chairman. Again, my thanks to you for the dedication. You will get the Guinness Book of Records for seat time in committees all day long. All these projects are very important, as I think you know better than anyone, as does the chairman of the full committee.

Ordinarily, Larry Jackson, the President/general manager of Long Beach Transit, who many of you know, would be here. Unfortunately, with the hearing late in the afternoon, he had to grab the return plane because of the crucial meeting tomorrow morning.

So I am delighted to present Guy Heston, the assistant general management of Long Beach Transit.

Let me just say a couple of sentences because I am conscious of Mr. Mineta's law that the more you talk the more you lose. Basically, I agree with that. I would like to say with assurance, "Thank you very much," and leave. But just in case someone has missed the picture who isn't here, we are talking about 11 buses. We have nine. There are 20 that are needed.

This is one of the finest bus lines in the Nation. Everyone who has been to Long Beach—and it does not serve simply Long Beach. It serves Hawaiian Gardens, Lakewood, and so on. It provides a crucial link in southern Los Angeles County to several cities as well as to the MTA Metro System. The so-called Blue Line is ahead of projections at 43,000 using the Blue Line into downtown Los Angeles every day. One of the reasons for that success is the lateral access across four and five cities that is provided by Long Beach Transit.

In addition—and as a 25-year resident of Long Beach I have watched the steady improvement of this line—what it has done for senior citizens and those with disabilities is widely appreciated. It is an efficient operation. We need some help on those 11 buses. Mr. Heston will lay that case out for you.

Mr. HESTON. Thank you very much.

Thank you, Mr. Chairman.

I have submitted complete written comments for the record. I would like to briefly summarize the nature of the project.

As Congressman Horn indicated, Long Beach Transit serves all of Long Beach and surrounding cities. So we really are part of the regional transit network. We have about 200 vehicles in our system and we serve 22 million passengers a year. I would like to say that thanks in very large part to the Federal assistance that has been received over the years we have been able to make substantial improvements in our transit system. For a system of our size, we are a heavily utilized system. If you survey the residents of Long Beach, you will find that about one out of every three are users of the transit system. So it is—given the area in which we operate and a system of our size—a very heavily utilized system.

The project we are interested in pursuing is a very straightforward small project, but one that is very critical to our system. We would like to purchase 11 new buses. We have tried very hard to keep our fleet attractive, efficient, and thereby keep our operating costs well within standards. In order to do that, we need to replace about 20 buses each year.

This year, we were only able to secure funding to replace nine of those buses. The remaining 11 buses are very important to our system in terms of providing quality service to the consumer and in continuing the kind of ridership growth we have been able to achieve over the last 10 to 15 years.

If you look at the growth of our ridership and compare it to the growth in population in Long Beach, we have been very successful in increasing ridership much greater than the rate of increase in population. Our interest in supporting clean air and other objectives is to continue that trend.

If we're able to replace these 11 buses, I would like to stress that all 11 of them are older than 12 years. To put it bluntly, they certainly do not support the Nation's clean air objectives. We would like to remove these buses from service and replace them with ones that do meet clean air objectives and that also would allow us to continue to implement the Americans with Disabilities Act. I think our system has been very aggressive in implementing that law and these new buses that we would like to purchase are what we call low floor and are kind of state-of-the-art in terms of implementing the Americans with Disabilities Act.

And finally, all of the buses will be used to go to the Metro Blue Line. We also have plans to interface with the Metro Green Line. So they certainly support the concept of intermodalism.

Finally, I would like to say that when we say that this is a ready-to-go project, we are not kidding. We recently went out to bid for some other buses and we included an option in there so that if we are able to secure funding for these additional buses we can place the order immediately.

I appreciate the opportunity to speak before you and respectfully request your consideration. I will be happy to answer any questions.

Thank you very much.

Mr. RAHALL. Thank you very much, Mr. Heston.

Chair Mineta, do you have any questions?

The CHAIR. I really don't have any questions other than to say that you are very ably represented by the ex- president of the great CSU system there. Let me just also say that that area which you serve in terms of the number of vehicles that you operate—it seems to me that you are really doing an efficient job at it. So whatever we can do to help you, we would like to assist you. We will be looking at this with a great deal of interest and serious consideration.

Besides, Steve tells me that one of these routes goes right by Polytechnic High School.

Mr. RAHALL. Steve, thank you very much.

Mr. Heston, thank you as well.

Mr. RAHALL. We have a roll call vote on the Floor. I suggest that we break right now, vote, and then come back.

[Recess.]

Mr. RAHALL. We will now hear from the distinguished mayor of the city of Burbank, California. For the purposes of formally introducing him to the subcommittee, it is my honor to recognize our distinguished friend and respected Member of this body, an individual toward whom we look for a great deal of leadership, Hon. Carlos Moorhead.

Carlos, welcome.

TESTIMONY OF HON. CARLOS MOORHEAD, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND HON. GEORGE BATTEY, MAYOR, CITY OF BURBANK, CA

Mr. MOORHEAD. Thank you. It is good to be with you here today. I know we have had several people from our area that have been here testifying before you. You are a very, very important committee to us.

I know for those of us who live out in the San Fernando Valley, George Battey, the mayor of Burbank, is an extremely important person because he serves on the Board of Commissioners of the Glendale/Burbank/Pasadena Airport Authority. He is chairman and a member of the Regional Council, a governing body of the Southern California Association of Governors in our area.

But he is appearing today as the co-chairman of the Los Angeles/Glendale/Burbank/San Fernando Valley Light Rail Coalition. The other members include councilmen from the city of Los Angeles, one from Glendale, and another representative from the Los Angeles County Board of Supervisors. He is here to testify today about the need for help in a light rail system as far as getting the original engineering and so forth.

From the Burbank Airport, which now serves over 4 million people a year—a very, very important airport—and it is important for us to get the transportation we need to that airport and other communities, including Los Angeles, Glendale, Burbank, and Pasadena.

George.

Mr. BATTEY. Thank you, Congressman Moorhead. I appreciate that very fine introduction.

Thank you, Mr. Chairman and members of the subcommittee. I do appreciate the opportunity to appear before you here today. I have submitted to the subcommittee a detailed statement with attachments which I would like to have entered into the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. BATTEY. Mr. Chairman, we are very pleased that you had an opportunity to visit our area in January of this year. In fact, if you had been 3 days later, it really would have been an earth-shaking event. Maybe you were lucky to have gotten out of town when you did.

At that time, Mr. Chairman, members of the Los Angeles/Glendale/Burbank/San Fernando Light Rail Coalition were pleased to share with you details about what we feel is a very exciting project which will provide an intermodal connection between a proposed light rail project in our corridor and the Burbank/Glendale/Pasadena Airport.

The connection to the airport implements the true intent and objective of the Intermodal Surface Transportation Efficiency Act by interconnecting several modes of transportation for the purpose of efficient and effective movement of people and goods, economic stimulus, and implementation of clean air mandates.

The rail line connection to the airport will provide airline passengers with the ability to connect to almost any destination in southern California via rail, will alleviate congestion on the regional roadway and interstate system, and will provide a viable, cost-effective, and timely alternative to airport passengers driving to and from the airport in single occupant vehicles.

For the past 5 years, we have worked on developing an 11.9-mile light rail line from Los Angeles Union Station to the Burbank Airport. This phase of the project is estimated to cost $420 million, inclusive of the intermodal airport rail connection. In January, Congressman Carlos Moorhead submitted to this subcommittee a request for Federal authorization and Federal Transit Administration section three funds to assist in the implementation of this intermodal connection between rail line and the airport.

I am here today on behalf of the Airport Authority and our coalition to respectfully request authorization for the project and the designation of $40 million of section three funds to achieve this critical and regionally significant connection.

Regional and local funds comprise over 90 percent of the total project costs, or $380 million. Federal authorization and section three funds are requested to fund just under 10 percent of this project, or $40 million.

Mr. Chairman, implementation of this project will enhance the significant job production and economic benefits of the Burbank Airport, which currently serves over 4 million annual passengers and generates in excess of $1 billion in annual economic benefits and 40,000 direct or indirect jobs in the region. The intermodal project is needed to serve incoming passenger demands, estimated at well over 5 million annual passengers before the turn of the century.

Further, the ability to link transit-dependent workers with jobs in the Los Angeles, Glendale, and Burbank communities will provide additional economic benefits to our depressed regional economy. This project enjoys a wide spectrum of public and private support. Burbank and Glendale have adopted land use and development plans and policies to reinforce the development of rail in this transportation corridor.

The Walt Disney Company, Warner Brothers, and NBC in the Burbank media district strongly support the rail line and the intermodal airport connection.

Finally, Mr. Chairman, the Northridge earthquake has shown that the average commuter will consider alternate forms of transportation if given the opportunity.

I want to thank you and the members of the subcommittee for your support of the supplemental appropriations bill, which has enabled expansion of Metrolink service. Since the earthquake, overall Metrolink usage has grown by well over 100 percent and Metrolink service at the Burbank station has increased by over 500 percent. Also during this time, the intermodal age has already begun at

Burbank airport with the opening in February by the State Department of Transportation of an Amtrak station at the airport's south boundary.

In closing, let me once again thank you, Mr. Chairman, for taking the time to visit our cities and review our project. We believe the project is a wise and prudent investment of Federal transit funds which will leverage a significant amount of non-Federal financial participation. We look forward to working with you to improve mobility for so many southern California residents and commuters in the Los Angeles/Glendale/Burbank/San Fernando Valley corridor.

I thank you for your indulgence. I am sorry that Mr. Mineta had to leave. I was going to remind him that he and I lived across the street from each other on Ridge Road and Berkeley while we were both university students. Mr. Chairman, I would respectfully ask that you not ask me how long ago that was because that might be embarrassing to both Mr. Mineta and myself.

Thank you very much.

Mr. RAHALL. I won't ask you, Mayor. I will wait and ask the chairman himself. [Laughter.]

We do appreciate your testimony. It is very nice to be with you again. Having personally experienced the need for this facility, I see where it truly fits what we are talking about when we talk about intermodalism in ISTEA. While we are unable to be more specific at this point, your testimony and the information you submitted to me previously will be very helpful. We certainly will consult with you and our distinguished colleague, Mr. Moorhead, who has been an excellent leader on this issue and many others in the Congress. We appreciate that.

Mr. BATTEY. Again, Mr. Chairman, thank you very much for listening to what we had to say. We appreciate it.

Mr. RAHALL. Thank you, Mayor.

The gentleman from California, Mr. Baker.

Mr. BAKER. Just a quick word, Mayor, to reassure you that Carlos Moorhead has made us very aware on this committee—I from northern California and people from farther away—about the missing link down there in the rail service in the Glendale area and the airport problem you have. You are well represented and we will sure look at it keenly.

Mr. BATTEY. Thank you very much.

Mr. RAHALL. Thank you.

Our next witness is Mr. Rick Vacar, the executive director of the Sarasota-Manatee Airport Authority in Florida, speaking on behalf of the Sarasota/Bradenton highway project. Welcome.

TESTIMONY OF RICK VACAR, EXECUTIVE DIRECTOR, SARASOTA-MANATEE (FLORIDA) AIRPORT AUTHORITY

Mr. VACAR. Thank you, Mr. Chairman.

I appreciate the opportunity to appear before the subcommittee to discuss the need for a highway grade separation project located on the central highways which serve the Sarasota/Bradenton International Airport in Florida.

The Intermodal Surface Transportation Efficiency Act of 1991 authorized $2.4 million for this project, which would improve access

to the airport, one of the fastest growing airports in terms of passengers enplaned in the southern region.

The current intersection of University Parkway, which is a six-lane east/west highway which leads from Interstate 75 to the airport, and U.S. Route 301, a major north/south arterial, impedes the efficient movement of traffic on both highways. Moreover, adjacent railroad tracks cross University Parkway, further restricting the free flow of traffic to the airport. Over 50,000 cars per day meet at this intersection. The projections estimate that the situation will get much worse in future years.

The objective of the project is to eliminate or minimize adverse impact to the railroad tracks by constructing a grade separation highway of elevated lanes to provide unrestricted access over the railroad tracks and U.S. 301. This year, the State of Florida Department of Transportation has allocated over $1 million for preliminary engineering, design, and the environmental work on this project, which is scheduled for completion in the spring of 1995. The total cost of the project is estimated to be $11 million.

The Sarasota-Manatee Metropolitan Planning Organization has identified this as a priority project in its fiscal year 1991 through 1995 transportation improvement program. Airline passenger traffic at the Sarasota/Bradenton International Airport is approximately 2 million per year and the airport can adequately accommodate the traffic. However, the highway infrastructure leading to the airport—specifically, the intersection of U.S. Route 301 and University Parkway—is a major source of traffic congestion and cannot accommodate this traffic.

Mr. Chairman, again I appreciate the opportunity to appear before the subcommittee. I will be happy to answer any questions.

I would remind the committee that this is an additional authorization, hopefully, from 1991, which has already been done.

Mr. RAHALL. That was done in ISTEA, is that correct?

Mr. VACAR. That's correct.

Mr. RAHALL. Thank you very much. I appreciate your testimony very much.

We are now very honored to have before the subcommittee two very distinguished Members of our body, leaders on the issue on which they are going to testify and on many other issues as well, and our good friends, Hon. Gary Condit from the State of California and Hon. Pat Roberts from the State of Kansas.

Gentlemen, we welcome you to the subcommittee.

TESTIMONY OF HON. GARY CONDIT, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND HON. PAT ROBERTS, A REPRESENTATIVE IN CONGRESS FROM KANSAS

Mr. CONDIT. Thank you, Mr. Chairman.

I know you have been here all day and I will make my comments very brief. I do have a statement that I would like to enter into the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. CONDIT. I would like to thank you for allowing Mr. Roberts and myself to appear before the committee. As a co-chairman of the "Unfunded Mandate Caucus" and a sponsor of H.R. 140, you are

very aware of the concerns that I have on unfunded mandates. We are very concerned about efforts to convert highway signs to metric.

The last transportation appropriation bill specifically prohibited Federal funds from being used to implement the metric conversion of highway signs. Therefore, the conversion—if it occurs—will be financed by State and local government. I would be strongly opposed to this unfunded mandate on local governments and on State governments.

CALTRANS in California estimates that it will cost the State of California $20 million to convert signs to metric. They further estimate that it will cost cities and counties $20 million for the signs that are converted within the city limits and within the county boundaries. That is $20 million for the State, $20 million for cities and counties. The grand total for the State of California for the conversion will be $40 million.

I am aware that there are several bills in the House to stop the metric conversion of highway signs. However, most of the bills deal with the issue by only forbidding the Federal Government to fund the conversion. If all we do is forbid the Federal Government from using its resources for conversion, we are leaving the door completely open to have the costs dumped on States and localities. I think that would be a shame.

We need language—such as Mr. Roberts' bill, H.R. 3766—that would eliminate the authority of the Federal Highway Administration to require States and localities to pay for the conversion. It would prohibit them from being responsible for the conversion. Therefore, if conversion was going to take place, it would have to be the responsibility of the Federal Government.

I acknowledge to you and to this committee, Mr. Chairman, that the metric conversion of highway signs is in the scheme of things around here a small unfunded Federal mandate when compared to larger mandates that we continually hear about here. However, if we in Congress are going to require metric conversion, then we ought to pay for it. If the Federal Government is not going to pay for it, then we should not make States and localities pay for it. I think that is completely fair and I have been hard-pressed to find anyone around that wouldn't agree with that.

I am not going to continue on. I just want you to know that I am here if you have any questions or comments. You have my full statement in the record.

With that, I will yield to Mr. Roberts.

Mr. ROBERTS. I thank my colleague for yielding.

Mr. Chairman and Mr. Baker, you get the perseverance award for this year.

We are the founding members and part of the steering committee of the congressional caucus on unfunded mandates. As Mr. Condit indicated, we are very concerned with any Federal requirement that would force the conversion of highway signs to metric. I am concerned—as is Mr. Condit—with past and current efforts to prohibit the Federal funding of such a conversion because all you do then is to just pass the mandate on to the State and local government.

I have heard from my constituents in my district. Senator Kassebaum has a companion bill and she put me at the bottom of her press release, so we got the same kind of input. I can tell you that folks simply do not understand this mandate or the thinking behind it.

There are three concerns. One is the unreasonable cost to convert; two, the question on the need to convert; and three, the overall "preference" not to change the current system. That was in the GAO report on this whole mandate. When I say overall preference not to change—at the Rotary Club in Dodge City where I spoke this weekend, they put it in short jerky sentences with adjectives and adverbs that I cannot repeat. They thought it was just damned silly.

So from that standpoint, I wanted to make that very clear.

The Kansas Department of Transportation—I know Gary has done a job on the California bill and I don't know about West Virginia—but the preliminary estimate has been changed. The new review from the Kansas Department of Transportation says a minimum of $3.8 million to convert just speed and distance signs.

In Kansas, we have a real extensive highway network. So the further cost for mile markers and the local signs and the municipal signs—we are talking somewhere in the neighborhood of $10 million.

People think this is a small problem. Can you imagine the State Department of Highways in Kansas with people they would have to hire—all across this country—changing the mile marker signs just a little bit less in distance to fit the metric system? Talk about a full employment bill. And this is all for no apparent reason.

So in light of the significant cause, it leaves both of us to wonder why. Why do we need to convert our highway signs and why now? I think we ought to pay attention to the GAO study. The GAO study says that we made real progress with scientific conversation, but they sure recommended a go-slow policy.

Mr. Condit mentioned my bill. It is 3766. It has been referred to your subcommittee. I am very hopeful that we can make it a part of your overall State legislation.

I know this seems like a small matter, Mr. Chairman. It is not. Unfunded mandates are estimated to cost the United States economy $480 billion annually. That is why Mr. Condit and I and 82 others are now part of the unfunded mandate caucus.

My junior Senator, Senator Kassebaum—who is a very nice person—wrote a letter to the Department of Transportation and asked why we were doing it. She received a two-page letter back that was single-spaced and they basically said that while they could appreciate what she was saying, they would proceed.

This is not a benign matter. We need action on this, so we would plead with you. If not my bill, then something like it needs to be put in your final piece of work.

We would be happy to answer any questions.

Mr. RAHALL. Thank you very much, Pat and Gary. Your testimony has certainly been thought out very well. I know a great deal of research and thought has gone into it.

While we may or may not see eye to eye on it as members of this committee, you certainly are to be commended for your persistence and the manner in which you continue to pursue this issue.

As Gary has said, some may think of it as just a small drop in the bucket. It does build and build, I guess. You are certainly to be commended for keeping the pubic attention focused on it.

Mr. ROBERTS. Mr. Chairman, if you give them a centimeter they will take a kilometer every time. [Laughter.]

Mr. RAHALL. Mr. Baker.

Mr. BAKER. I just want you to give the thanks to Mr. Petri who did sit here all day. I am just filling in on the last quarter. Chairman Rahall was here the entire time.

Is that Rotary Club in Dodge City the same one that thinks your first name is "Ah"?

Mr. ROBERTS. No, sir.

Mr. BAKER. Because every time you come to the meeting they say, "Ah, shoot"? [Laughter.]

Mr. ROBERTS. It is something like that, Mr. Baker.

Mr. BAKER. We also have mandates in ISTEA that we grind up beer bottles and put them in the road. If the States don't use 5 percent of used ground-up condoms in the road then we aren't going to be able to get State funding and Federal funding. I think you are on the right track.

Mr. ROBERTS. I haven't heard of that one. I think I will let that go to—we know you are a little unique in California. [Laughter.]

Mr. RAHALL. Thank you, Pat. Thank you, Gary.

Well, we are near the end.

It is now the committee's high honor to have before us someone who has been a dear friend, certainly since this particular Member of Congress has been in Congress. He is a member of the Ways and Means Committee and has a most distinguished career of service to his people in Texas and to all America. We indeed appreciate Representative J.J. Pickle for being with us this afternoon.

Thank you, J.J.

TESTIMONY OF HON. J.J. PICKLE, A REPRESENTATIVE IN CONGRESS FROM TEXAS

Mr. PICKLE. Thank you, Mr. Chairman. You are very kind to receive my testimony and to recognize my service.

I am here to talk to you about two projects. One is the Advanced Transportation Mobility Center—a brand new idea that we are advancing—as well as to advance and recommend the origination of the Austin Capitol Metro light rail system.

I would say at the outset that this is for Austin, Texas. Some of our colleagues have said over the years that if the Lord was going to come down and take up residence on the earth again, I would want to put the Heavenly Home at the State Capitol in Austin. That is not correct. The Governor's mansion would be all right.

Both of these are for Austin, but one of them is brand new. We are looking into the future.

I have with me, Mr. Chairman, Mr. Ben Gomez, the acting general manager of the Austin Metro System. He is here just to answer any questions or make any other comments you might request of him.

Let me talk about the Advanced Transportation Mobility Center. I may sound a little bit out in the beyond when I am describing this center, but I think this will come to pass.

Dr. C. Michael Walton is head of the civil engineering at the University of Texas. He has proposed this world-class new testing center. I support that concept. This would be a large scale testing facility for research and development, planning, and analysis. This center would not only study the intelligent vehicle, the highway system—smart highways—but it would also focus on intermodalism, interfaces and connections between all types of transportation, and testing on a large scale at a large scale facility.

It would go further and be more comprehensive than current transportation centers because most of them are single mode focused, they have limited testing capacity, and they have limited involvement from the private sector.

This new mobility center would activate a valuable partnership between the private sector, high technology interests, various levels of government, major universities, and other professional researchers. With our high tech industries and our current involvement, Austin is the ideal location for this to be developed.

Why do I say that we in central Texas have a unique opportunity to do something about transportation planning?

Because at this particular time we are building a new international Airport. We are a city of over 500,000 people. We have already voted the bonds for the airport. It will have two—hopefully a third—long runways. It is the only major city in the United States that has voted bonds and are ready to get underway. We will probably go to contract within the next 60 days. So we are poised to move forward.

In connection with that new airport, we have plans for a rail system that will come from the city out toward the airport, as well as building a new alternate Interstate Highway Line, paralleling the airport—that is, it goes on the other side of it—from Austin to San Antonio. We are the only major city poised for all these kinds of interlacing activities.

Moreover, I propose that you join hands with the private industry—that is, organizations like Sematech and others who have done advanced research work in the computer industry—join hands with them because what we are going to be doing in the next 50 years is spending more money to move goods and people than we have almost spent on defense in the last 25 to 50 years.

We need to learn better ways to move people and move goods. I propose that we set up a new system, a new mobility research facility, and make intermodalism the new concept for the next 50 to 75 years.

Mr. Chairman, as sure as you are sitting up there, we are going to be moving goods and people so vastly different than we do today that we will be shocked at how we are plodding along today. Just think back. How did we move people. We have gone from ships to the railroads to the highways and to the air. The changes most of us have seen in the past 50 years have been phenomenal.

We are going to be making the same kind of changes. You know it and I know it. I say that the time is now for us to establish a

new national transportation mobility center and get with it. It is time that we start planning into the future.

I do not recommend any kind of facility that would take the place of an ongoing transportation facility. We have a beautiful one in my State at Texas A&M. We are going to join hands with A&M so that we can all be a part of this same concept.

We need to get into the smart highways and smart vehicles in a big way. I don't know how we are going to move people from the city of Austin out to the airport. I wish I could see that far in the future. I think one way would be the light rail system. We need to have all forms of transportation tied together. I am going to enforce intermodalism as the concept.

I think you and your chairman would probably say that the most important thing we have in your new bill of intermodalism is the fact that at a new airport—or any airport—the real key is, How can you handle your freight? How do you move cargo? That is a vital part. Some of this light rail and the other form of high speed train may fit in differently. But the cargo and the freight is terribly important.

With us having passed NAFTA, we are going to be seeing goods and services coming up from Mexico. We are trying to get ready for it.

I hope you will look favorably on this idea. I hope you invite Dr. Walton to come and to testify before your committee. I can envision a corridor, Mr. Chairman, between Austin and San Antonio that will move people quickly. You could check out of a hotel with your luggage and you would go right out and pick it up at Tokyo.

These changes are coming back. I say to you that this committee ought to take the lead, as you have over the years—and I have been here over 31 years. This committee will take the lead to establish a big transportation center not in competition with the others that we have, but to look to the future where we can literally charge our car battery on the highway as we're driving along.

Those concepts seem a little far-fetched now, but they are real and you ought to start thinking about it.

Secondly, I want to emphasize my support for the authorization for the Capitol Metropolitan Transportation Authority. The light rail is an integral part of the intermodal access at the new airport being planned for the city of Austin.

Already we have designs for the airport master plan, for the light rail to either come right up to the terminal or go into a place already designated for their vehicle. Austin is an extremely environmentally sensitive and aware city. The light rail is a clean way to improving the movement of individuals to the airport.

I don't think anymore that you will be building an airport in isolation. I think that day is passed. You are going to tie it in with every form of access. Austin light rail system is an ideal system.

This is a real possible plan. I think that it can work.

The light rail system will be funded from local sales tax and from Federal section three funds. We will have a bond vote in September. We need now to complete the planning and the feasibility study. I ask this committee to put up some funds. The funds needed for the first 1995 fiscal year would be $6.4 million. The funds for 1996 would be $10.8 million.

Mr. Chairman, I must say in passing—this is a beautiful concept series. It will only cost $3 million for a feasibility study for the center. It will be worth every dollar of it because we can take the lead in all the world. But the Capitol Metro System is already preplanned. We need a little small something to get going on the center.

I hope this committee can consider those two possibilities.

I don't know whether you want to ask Mr. Gomez any questions, or if you have any questions, but I would be glad to respond.

Mr. RAHALL. Jake, I commend you for the manner in which you have presented the vision of the future in very concrete terms and in very realistic terms. A great deal of what you have stated is no doubt going to occur, and probably only you know how soon it is going to occur.

I do thank you for your testimony today.

As I understand it now, the light rail project is the specific project that you have requested of the subcommittee and you have responded to all the criteria questions.

Mr. PICKLE. We were hoping we might have the support for it last year, but it was just too soon. We had to stay in line. I hope we are at the top of the list for this year. I think that is a real possibility.

Mr. RAHALL. We have the information and you did respond very well to the questions, in a timely manner. We will certainly work with you every step of the way.

Mr. PICKLE. I talked to your chairman, Norm Mineta, about this concept. I could see him putting his number 2 hard lead pencil in.

I invite you and the members of the committee to come to Austin and talk to people about this Advanced Transportation Mobility Center. It ought to be serious considered. We are going to come to that point and we ought to start thinking about it now.

I would hope that you have a chance to come visit us.

Mr. RAHALL. I hope we can, too.

The subcommittee is adjourned for the day. Our next meeting will be this coming Thursday, same time, same room, and more witnesses from which to hear than today.

The subcommittee is adjourned.

[Whereupon, at 5:59 p.m., the subcommittee was adjourned, to reconvene at 9:45 a.m. Thursday, March 10, 1994.]

PREPARED STATEMENTS SUBMITTED BY WITNESSES AND MEMBERS OF CONGRESS

STATEMENT OF

HONORABLE RICHARD ALATORRE

MEMBER,
LOS ANGELES CITY COUNCIL

AND

CHAIRMAN,
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

BEFORE THE

HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

SUBCOMMITTEE ON SURFACE TRANSPORTATION

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 8, 1994

Statement of Councilman Richard Alatorre

Chairman, Los Angeles County Metropolitan Transportation Authority

Mr. Chairman, on behalf of the Los Angeles County Metropolitan Transportation Authority (MTA) we appreciate the opportunity to appear before you today to present testimony in support of surface transportation programs and projects which are vital to the economic revitalization of Los Angeles and we believe should be included in legislation designed to authorize the National Highway System (NHS).

First, on behalf of all of us in Los Angeles, I want to thank you and your colleagues for your generous, and timely assistance to us following the devastating January 17 Northridge earthquake in California. This tragic event cost us dearly in lives lost, and the bills are still coming in on property destroyed. Thanks to your help, and the spirit of the people of Los Angeles, we are on our way back and we are beginning to function again as a community. This Committee played a major role in the drafting of the emergency legislation, and Los Angeles appreciates your assistance.

We applaud you and the Committee for undertaking these hearings, and for providing leadership in moving forward on legislation which would authorize the National Highway System and other transportation projects. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was historic legislation, which gave flexibility to the allocation of scarce resources. But, priorities change, and with that change, the Congress must be responsive. We commend you and the leadership of the Committee for undertaking this review and for permitting adjustments in the basic program on a regular cycle during the term of the ISTEA.

Those of us in Los Angeles can certainly testify with first-hand knowledge, the need to balance a transportation network, and not rely exclusively on a single mode for your needs. As the lead transportation agency in Los Angeles, the MTA is ready and able to answer the call and continue to plan and operate a comprehensive transportation system which is safe, reliable and cost-efficient.

MTA operates the most cost-efficient major bus system in the United States, carrying more than 1.2 million passengers, every day and 375 million each year on 185 routes covering 248,000 miles. Our service area is one of the largest in the United States, covering 1,442 square miles that include four counties. MTA passengers can board a bus at any of approximately 18,500 bus stops throughout the region.

MTA continues to operate some of the most crowded buses in the country, carrying an average of 17.6 riders at any given time on one of its buses. The average passenger load is 43% over the average of its peers, and 13% higher than the number two transit operator. This underscores the continuing need for more public transportation for the Los Angeles County area.

In addition, we operate the expanding rail service network and in 1993 opened the first 4.4 mile segment of the Metro Rail Red Line in downtown Los Angeles. The subway carries over 21,000 riders a day, almost doubling ridership estimates. The 22-mile Blue Line light-rail to Long Beach is carrying over 40,000 passengers each day and in 1995 we look forward to opening the Green Line, which runs mainly down the center median of the newly opened Glenn Anderson Freeway. In addition, the MTA is the major funding partner for the five-county Southern California commuter train network, known as Metrolink. Both the Blue and Green lines, as well as Metrolink, have been funded with state and local sources of revenue.

The MTA is also in charge of rail construction in Los Angeles and is the federal grantee for Section 3 "New Start" funds to continue construction of the Metro Red Line. We also receive federal Section 9 and 3 formula funds and plan and program the ISTEA highway and "flexible funding" through the statutorily defined process contained in the State Transportation Improvement Program (STIP).

The 13 member MTA Board of Directors consists of the Mayor of Los Angeles and three appointees, the five County of Los Angeles Supervisors and four elected officials who represent the other 88 cities that makeup Los Angeles County.

Next week, Los Angeles Mayor Richard Riordan, a member of the MTA Board, will testify before this Committee on behalf of the Alameda Corridor project, a project which is supported by the MTA. But, because the Mayor could not join us today, I would request permission to include his prepared statement supporting the list of projects and programs I will testify on today for the hearing record.

NATIONAL HIGHWAYS OF SIGNIFICANCE LEGISLATION

The MTA supports the statutorily defined process, embodied in the State Transportation Improvement Program (STIP) for local priority setting in California through which all NHS funds are currently allocated by the California Transportation Commission. The MTA encourages Congress to refrain from specifying highway projects in this legislation. If Congress chooses to fund specific highway projects, it is respectfully requested that Congress consider the Route 30 Gap Closure project in Los Angeles County as supported by Representatives David Dreier and Jay Kim.

METRO RAIL RED LINE

As you know, Mr. Chairman, we opened the first segment of the Metro Rail Red Line subway in January 1993, with Segment 2 scheduled to open in two phases. The Wilshire/Western extension will open in 1996, followed by the Hollywood segment in 1998. With last year's appropriation, Segment 2 has completed its federal funding commitment per the Full Funding Grant Agreement, and by its completion in 1998, over 42,000 jobs will have been created.

METRO RAIL RED LINE SEGMENT 3

Los Angles County has suffered 18 percent of the nation's job loss since the beginning of the recession, and has yet to join the rest of the nation in recovery. The recent earthquake has impacted the movement of goods and services and will only serve to highlight this fact.

Metro Rail in one day of construction, invests about $3 million into the economy, mostly in the Southern California area with the rest spent for goods and services from places like New York, Ohio, Texas, and Pennsylvania, with $650 million going to DBE/WBE firms. At the completion of the three extensions to Segment 3, over 60,000 jobs would have been created.

As you may recall, Segment 3 of the Red Line was specifically authorized by Congress in the ISTEA. Segment 3 will extend Metro Rail to:

- East Los Angeles for the first time, providing much needed rail transit to communities that have long supported and used public transit;
- North Hollywood, enabling residents of the San Fernando Valley to commute quickly downtown; and
- Mid-City area, ensuring that Metro Rail has an effective interim terminus at Pico/San Vicente which can serve the westside until Metro Rail is extended west.

During the ISTEA, the Eastern Extension was in early stages of planning, and thus the final costs for this extension were not known. The law required the Federal Transit Administration (FTA) to amend the agreement in 1994 to reflect the actual cost of the initial Eastern extension. In May 1993, the MTA entered into a Full Funding Grant Agreement for the three extensions contained in Segment 3, with the agreement to amend the grant in June 1994 to include the federal financial assistance for the initial Eastern extension and to set forth the budget and scope for this phase.

The locally preferred alternative was approved in June 1993, and preliminary engineering was completed this month. The draft Environmental Impact Report/Statement will be presented to the FTA later this month, during which time the MTA will present amendments to the grant agreement. We expect to finalize the EIR by mid-May, and with the expected cooperation by FTA, have a Record of Decision and an amended Full Funding Grant Agreement in place by June.

The MTA is requesting that the federal funding estimate of $306.4 million in Section 3 "new start" funds contained in the ISTEA for the Eastern Extension be increased by $241 million. The MTA needs these additional funds in this authorization period, prior to 1998, in order to meet its construction schedules for the East Side as well as the other extensions of Segment 3.

If the additional request of $241 million is moved into the post ISTEA period and made available as advanced construction authority, it is unlikely that the MTA would have sufficient local funds to advance in order to meet the existing construction schedules contained in the Full Funding Grant Agreement.

GATEWAY INTERMODAL TRANSIT CENTER

The Gateway Intermodal Transit Center located at historic Union Station in Los Angeles, will serve as a transportation hub connecting the five Southern California counties of Los Angeles, Orange, Ventura, Riverside, and San Bernardino. The Transit Center will truly define the meaning of intermodalism, accommodating 100 buses every hour and more than 114,000 passengers each day. The Intermodal Center will provide easy connections for commuters using Metro Rail, AMTRAK, Metrolink, the Blue Line to Pasadena light-rail line, the El Monte Busway, regional and local bus service, and van, car pool and taxi services. The Center will make it more convenient to utilize mass transit in all forms.

For the first time, all of the various modes of transportation will converge at one central point. The Gateway project is an unprecedented joint development public-private partnership which can stimulate the economic revitalization of the eastside of downtown Los Angeles, as well as a catalyst for expanding economic markets at El Pueblo, Little Tokyo, and Chinatown.

Gateway is a joint development project between the MTA and Catellus Development Corporation. Joint development will provide easement rights and access over the remaining Catellus property, while private investment in the project will exceed $10 million.

Construction began in January 1993 on this $149.5 million project, creating over 350 jobs immediately. This project is expected to create over 4,000 construction jobs over a three-year period with more than 2,500 permanent job opportunities in the offices, retail stores, and businesses located at the facility.

The federal funding share of $109.5 million, with $89.5 million coming from the Section 3 "bus" category and $20 million in flexible highway funds. Of this amount, $20.2 million in Section 3 bus funds have been appropriated by the Congress.

The MTA is requesting an additional $69.3 million in Section 3 bus funding to complete construction and open this transportation hub as scheduled in 1995.

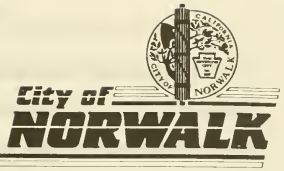
In conclusion, the MTA is committed to providing safe, reliable and cost-efficient transportation services to the residents of Southern California. Los Angeles has proven its commitment to funding transportation programs and projects by putting local and state dollars before mere words and rhetoric. With the Committee's leadership and the continued partnership with the Congress and the Administration, we expect to receive additional federal funding commitments to extend Metro Rail as we move forward to the re-authorization of ISTEA.

I would like to add the project descriptions and answers to the Committee's questions as part of the record.

Finally, I would like to introduce the Chair of the Board of Supervisors for the County of Los Angeles and a former member of this Committee, Supervisor Yvonne Brathwaite Burke. In addition, the MTA's Chief Executive Officer, Franklin White is here to answer any question you may have.

LUIGI A. VERNOLA
Mayor
MICHAEL MENDEZ
Mayor Pro Tempore
ROBERT J. ARTHUR
Councilman
JUDITH BRENNAN
Councilwoman
GORDON STEFENHAGEN
Councilman

RICHARD R. POWERS
City Manager



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TESTIMONY OF THE CITY OF NORWALK BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION OF THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

March 8, 1994

PRESENTED BY

Robert J. Arthur
Councilman, City of Norwalk

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City of Norwalk
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Tel: (310) 929-2677 Fax: (310) 929-3880

INTRODUCTION

Mr. Chairman and Subcommittee Members, thank you for giving the City of Norwalk the opportunity to testify on the Norwalk / Santa Fe Springs Transportation Center Interface and Airport Access Study. My name is Bob Arthur, and I am a member of the Norwalk City Council, and also of the Los Angeles County Metropolitan Transportation Authority.

The Cities of Norwalk and Santa Fe Springs are jointly developing the Norwalk / Santa Fe Springs Transportation Center. The first phase of the Transportation Center will be completed in December 1994 and will accommodate the Metrolink Station serving commuter trains from Orange and Riverside Counties.

In the Spring of 1995, the Metro Green Line Rail Transit between El Segundo and Norwalk will commence operation along the I-105 (Glenn Anderson) Freeway. This Freeway provides buses, car pools, van pools, and shuttles the opportunity to use the High Occupancy Vehicle (HOV) lane between the I-605 (San Gabriel River) Freeway and Los Angeles International Airport. Workers in major employment centers in the service area of the Transportation Center could greatly benefit from a bus transit / shuttle interface with the commuter rail service. Also, by providing a connection between the Transportation Center and the Metro Green Line Rail Transit Service, commuters in a much larger region would derive benefits from the Commuter Rail Service. Improving the level of service of the transit system will provide commuters with the incentive to shift from single occupancy vehicles, thereby reducing congestion on the region's highways, and improving the air quality in the Southern California air-basin.

THE NORWALK / SANTA FE SPRINGS TRANSPORTATION CENTER

The Norwalk / Santa Fe Springs Transportation Center is envisioned to eventually be the transportation hub serving the Southeast Los Angeles County and the Northern part of Orange County. The first phase of the center will include a Metrolink Commuter Rail Station with a park-and-ride lot for approximately 300 vehicles, and an exclusive area for transit and shuttle buses. The first phase is located on approximately 3 acres of land provided by the City of Norwalk. The City of Santa Fe Springs is exploring the feasibility of acquiring between 17 and 30 acres of land which could be used as a remote park-and-ride lot to serve Los Angeles International Airport.

The Los Angeles County Metropolitan Transportation Authority has completed a Route Refinement Study and Environmental Impact Report (EIR) to extend the Metro Green Line Rail Transit from its currently proposed terminus at I-605 Freeway, to the Transportation Center. Orange County Transportation Authority is evaluating the extension of their proposed rail transit facility to the Norwalk / Santa Fe Springs Transportation Center. The Transportation Center is an integral part of the city's redevelopment plans.

It is clearly evident that the Norwalk / Santa Fe Springs Transportation Center is poised to become one of the most significant transportation hubs in Los Angeles County, and connections provided at this center will have a synergistic effect on improving mobility in the region. Recognizing this potential, the Cities of Norwalk and Santa Fe Springs have invested and committed funds toward the development of this project. In addition to 3 acres of land, the City of Norwalk has committed in excess of $2 million to the Transportation Center. The City of Santa Fe Springs has committed $1 million, the Los Angeles County Metropolitan

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Transportation Authority has approved over $2.5 million, and the State of California has allocated $4.2 million for the first phase of the Transportation Center.

BUS - RAIL INTERFACE STUDY

Workers will arrive at the Norwalk / Santa Fe Springs Transportation Center in commuter trains from Orange and Riverside Counties. An efficient bus-rail interface at this location will permit them to transfer to buses and employer provided shuttles and deliver them to their employment sites. An efficient bus-rail interface will contribute to increasing the patronage on the Metrolink System. Increase in rail ridership will result in reduced congestion on the region's highway system and improved air quality.

While the Metropolitan Transportation Authority is considering the extension of the Metro Green Line Service to the Transportation Center, it will be some years before the extension is constructed. In the mean time, with a transfer between the Commuter Rail Service at the Transportation Center and the Metro Green Line Service at the San Gabriel River Freeway, commuters from Orange, and Riverside Counties will be able to access major employment centers in Los Angeles County.

The bus-rail interface study will identify the demand for bus service at the Transportation Center to serve the employment centers in its vicinity and the Metro Green Line Rail Transit. The study will result in the definition of route structures, estimate bus requirements, and estimate the cost of providing the interface. The study findings will permit the agencies in the Metropolitan area such as the cities, Metropolitan Transportation Authority, and the Southern California Regional Rail Authority, to formulate funding programs for the establishment of this interface. These agencies have provided letters of support and have also demonstrated their

commitment to this project through their financial participation.

AIRPORT ACCESS STUDY

Los Angeles International Airport currently handles approximately 47 million annual passengers (MAP), and this volume is expected to increase to approximately 65 MAP by the Year 2000. In order to accommodate the increasing demand for ground access to the airport, the City of Los Angeles Department of Airports is exploring various options. One such option is the development of remote locations for park-and-ride and check-in facilities, similar to the one currently in operation at Van Nuys. A site in the vicinity of I-105 (Glenn Anderson) Freeway would be ideal for such a facility, particularly in view of the High Occupancy Vehicle (HOV) lanes in operation on the freeway.

The Norwalk / Santa Fe Springs Transportation Center is an ideal location for a remote park-and-ride lot for various reasons. Firstly, this site is located at the confluence of major transportation facilities in the region, including three freeways (I-5, I-105, and I-605), the Metrolink Service, and future urban rail services. The freeways provide easy access to this location from the San Gabriel Valley, the southeast Los Angeles County, and Orange County. Secondly, up to 30 acres of land are likely to be available adjacent to the Commuter Rail Station for the development of park-and-ride lots. The High Occupancy Vehicle (HOV) lanes on the Glenn Anderson Freeway provide significant reduction in travel time to buses, shuttles, car pools, and van pools. A remote location with lower parking costs and reduced travel time to Los Angeles International Airport would be extremely attractive to air travellers.

The Airport Access Study will estimate the demand for such a facility, and for bus / shuttle service between the remote park-and-ride lot and the Los Angeles International Airport.

The study will also identify alternatives for the provision of the bus / shuttle service, the schedules, and the cost of such a service. The study findings will provide the agencies with information to work toward the implementation of this facility.

MULTI-AGENCY SUPPORT

The Cities of Norwalk and Santa Fe Springs, the Metropolitan Transportation Authority, Caltrans, and the California Transportation Commission, have demonstrated their support to the Transportation Center project through the commitment of over $10 million in funds, and continued participation in the project. The City of Los Angeles Department of Airport has encouraged the cities to evaluate the feasibility of a remote park-and-ride facility for Los Angeles International Airport. The Southern California Regional Rail Authority (Metrolink) has provided continued support for the project evidenced in their letter of support.

REQUEST TO FUND THE STUDY

I hope I have been able to present to you the great regional significance of the Transportation Center project, and the need to conduct the Interface and Airport Access Study. The approval of funds to conduct this study would lead to the availability of information in a timely manner so that transportation services that would improve mobility and air quality could be provided.

I thank you for the opportunity to present this testimony, and urge you to favorably consider our request to fund this study.

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Congress of the United States
House of Representatives

Testimony by Rep. Bill Baker
Before the Surface Transportation Subcommittee

March 8, 1994

I want to thank you, Mr. Chairman, and Ranking Member Tom Petri for permitting me to appear before you this morning as a witness and a colleague on this Subcommittee. It's a great pleasure to talk with you about the particular transportation needs of the 10th District of California.

As you know, my constituents in the East Bay of San Francisco spend too much time each day sitting in gridlocked traffic. As a transit county between the outlying bedroom communities and the city, my congressional district handles more than its fair share of commuters. Consequently, this traffic congestion contributes to environmental degradation, lost wages, decreased efficiency, and -- perhaps worst of all -- reduced quality time with family.

Both Contra Costa and Alameda Counties have a long history of trying to tackle these problems. No one could accuse our communities of sitting back and waiting for someone else to solve our problems.

In 1986, the voters of Alameda County approved Measure B, a half-cent sales tax dedicated for priority transportation projects. Over its fifteen-year life, Measure B will bring in approximately one billion dollars. In 1988, Contra Costa County voters also approved a one-half cent sales tax which is expected to raise $1.25 billion over its twenty-year life. It's clear that our constituents have committed themselves to meeting their transportation needs by using their own funds first.

Unfortunately, our needs outstrip our resources. It is for this reason that we look to the federal government to return our federal tax dollars to the people of the 10th District in the form of transportation dollars.

The Committee is well aware of the long list of needs we have. I have submitted ten projects for Committee consideration. This list is certainly not exhaustive, since we have other transportation needs not included in the request. However, these are projects which have risen to the surface after countless conversations with commuters, mayors, the Metropolitan Transportation Commission, Caltrans, and local transportation officials.

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To refresh your memory, let me briefly enumerate the project proposals, proceeding alphabetically.

In Alameda County, Chairman Mineta has seen first-hand the need for an **interchange connecting I-580 and Route 84.** The interchange is part of a larger project to relocate route 84 to the west side of Livermore, home of the Lawrence Livermore National Laboratory. Completion of the interchange project requires $37 million -- just 53% of the $70 million project cost. This important project connects I-680 and I-580 and bypasses the heavy congestion on the I-580/I-680 interchange. The project is strongly supported by the MTC and elected officials. Additionally, I should note that construction of this interchange would probably require a waiver from the Federal Highway Administration to comply with regulations regarding the spacing requirements for interchanges.

The **I-580/I-680 interchange** is critical to improving the traffic flow between the two heavily used interstate freeways. The overall project entails replacing a four quadrant cloverleaf interchange with a direct connection from southbound I-680 to eastbound I-580. The proposal I have submitted would fund "hook ramps" providing direct access from I-680 to the proposed West Dublin-Pleasanton BART station. The federal portion of this project would cost $15 million -- just 16% of the total project cost. The project enjoys the unanimous support of the community.

The **Altamont Corridor Demonstration Passenger Rail Service** will implement passenger rail service between Stockton and San Jose within two years. With just $14 million in federal funds and $16 million from local and state sources, this project provides a low-cost alternative to more costly commuter alternatives. The project would use existing freight mainline routes and help to ease highway gridlock in the Altamont Corridor.

Another important project involves paving the way for the **Livermore BART Extension** by funding the preliminary engineering and environmental analysis. The BART line currently extends only as far as the East Dublin/Pleasanton Station, which is currently under construction. Extending the line to Livermore is a local priority which desperately needs federal help to move the project along. With just $5 million in federal funds, we can take a giant leap toward more transit commuters and fewer cars on the roads.

We also need to build another **BART Station in West Dublin/Pleasanton** to increase access to BART. For this reason, I have submitted a proposal to construct a BART station in the median f I-580 which includes pedestrian overcrossings from the parking lots to the station, two intermodal local bus facilities and two parking structures. The project, which

requires $28 million, would fill in the shell platform near Stoneridge Mall. The practical effect of building the West Dublin/Pleasanton BART station would be to increase ridership on BART and to reduce traffic congestion.

The Greenville Road is a small but important road connecting two national laboratories with I-580. This winding road is extremely dangerous for the large number of lab employees who commute each day. The local governments have already poured millions of dollars into road improvements in the region, and it's time for the federal government to take care of its employees by widening Greenville Road. With federal assistance of $7 million, the federal government could greatly improve the hazardous safety conditions on Greenville Road for the sake of its nearly 10,000 employees.

The final project request for Alameda County is the **Crow Canyon Road improvement.** Crow Canyon Road is a two-lane rural road winding nine miles between San Ramon and Castro Valley that commuters use as a freeway bypass -- often at freeway speeds. Unfortunately, there have been 12 traffic deaths on the road since 1988 and more than 200 crashes in which at least one person was injured. For this reason, I am proposing that the federal government fund 80% (or $17.2 million) of the project. This funding would provide for acquisition of right-of-way, design and construction of wider shoulders, climbing lanes, a segment of two-way left turn lane, some roadway realignment, and pavement rehabilitation.

In Contra Costa County, though fewer projects have been identified, these transportation improvements are no less important. The Contra Costa Transportation Authority has identified the construction of **auxiliary lanes on Northbound I-680** between Sycamore Road and Diablo Road. The proposed project would extend approximately 0.6 miles of auxiliary lanes as part of a larger project which would ultimately run from Bollinger Canyon Road to Diablo Road. This modest project of $4.8 million in federal funds (with a 20% local match) would go a long way in easing traffic congestion along this busy North-South corridor.

Of great importance to the entire County, including the East County region, is the **expansion of Route 4 east between Bailey Road and Railroad Avenue** in Pittsburg. Although this project lies just beyond the border of the 10th Congressional District, Brentwood Mayor Bill Hill in East County has made clear that the widening of Route 4 is a priority. In addition to easing the traffic congestion on this busy East-West corridor, the proposed expansion would prepare the way for the planned eastward extension of the BART line to Antioch. The project would provide for an eight-lane freeway, adding one mixed flow and one carpool lane in each direction for approximately three miles. The federal share of $15 million constitutes just 35 percent of the total

project cost.

The final project I have submitted to the Committee is a forward-looking one critical to Contra Costa's East County. The project would fund the **interchange linking State Routes 4 and 160 with the new Delta Expressway**. The purpose of the interchange and the Delta Expressway is to improve access between the developing areas of East County and Route 4, which links East County to the urban Bay Area employment centers. The federal request ($13.4 million) would fund just half of the total interchange cost of $26.8 million.

I have invited two experts from my District to speak about the transportation projects I have submitted. I am pleased to introduce to the Committee, Mr. Bob McCleary, Executive Director of the Contra Costa Transportation Authority, and Mr. Al Gallardo, Executive Director of the Alameda County Transportation Authority. I have chosen Al and Bob for the simple reason that they know what they're talking about, and I'm sure they'll be able to answer any questions you might have.

I should mention that it has been a pleasure to work so closely with Bob, Al, and the other local elected and transportation officials in preparing my proposals. We have enjoyed a cooperative working relationship which reflects favorably on our communities. I also want to make special note of LAVTA General Manager Vic Sood and Dublin Mayor Pete Snyder for the yeoman's work they have contributed to bringing together the Alameda proposals. Also present today are Livermore Councilmember and LAVTA Chairman Tom Vargas, Pleasanton Councilmember Karin Mohr, and Alameda County Supervisor Ed Campbell.

Without further ado, I introduce to you Bob McCleary and Al Gallardo.

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Testimony before
the Surface Transportation Subcommittee
of the House Public Works Committee
by
Jane Baker, Chairwoman, Metropolitan Transportation Commission
Dianne McKenna, Vice-Chair, Metropolitan Transportation Commission

March 8, 1994

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Testimony before
the Surface Transportation Subcommittee
of the House Public Works Committee
by
Jane Baker, Chairwoman, Metropolitan Transportation Commission
Dianne McKenna, Vice-Chair, Metropolitan Transportation Commission

March 8, 1994

Good Morning, Mr. Chairman and members of the Subcommittee. I am Jane Baker, Chairwoman of the Metropolitan Transportation Commission (MTC). MTC is the metropolitan planning organization for the nine-county San Francisco Bay Area. Joining me is MTC's Vice-Chair, Commissioner Dianne McKenna. We appreciate the opportunity to appear before you this morning.

The designation of a National Highway System (NHS) represents one of the most important decisions to be made by Congress in the process of implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) and is also an opportunity to advance the multimodal principles of ISTEA. The first step in this important process was taken in December when U.S. Transportation Secretary Federico Peña and Federal Highway Administrator Rodney Slater unveiled a map of the proposed National Highway System.

As part of this initial NHS effort, we were encouraged by Secretary Peña's call for a comprehensive, multimodal National Transportation System. Such a multimodal system will be critical to metropolitan areas attempting to develop strategies to address the problems of urban congestion. Certainly, the National Highway System will be a key component of such a multimodal transportation system.

MTC has developed a set of recommendations to Congress on designating the National Highway System. These recommendations are attached to my testimony for your review. Primary among our recommendations is, in fact, designation of the NHS as one milestone in the process of ultimately embracing a National Transportation System.

In the San Francisco Bay Area, MTC has been developing the concept of a multimodal transportation system at the regional level for some time. In fact, we first identified

such a Metropolitan Transportation System (MTS) in our 1991 long-range plan--even before the passage of ISTEA. The MTS defines a network of streets, highways, transit corridors, freight facilities, and transfer points of regional significance--that is, those facilities and services that are crucial to the mobility needs of the nine-county Bay Area.

The MTS is not a set of maps to gather dust on a shelf. Rather, the MTS is the centerpiece of our planning, programming, and managing decisions. As such, we submit that our MTS should serve as the basis for defining the Bay Area component of the National Transportation System.

We encourage the Administration and the Congress to pursue a bottoms-up method of developing the National Transportation System by relying to the greatest extent possible on the existing state and metropolitan planning processes. These planning processes are the appropriate forum for the initial work of assembling the pieces of the NTS and for the continuing work of implementing the investment and management strategies to maintain and improve system performance.

We appreciate your consideration of our recommendations as you prepare legislation to designate our National Highway System and look toward the ultimate development of a comprehensive, multimodal National Transportation System.

Your Subcommittee is also in the process of considering new authorizations for specific highway and transit projects as part of the NHS legislation. MTC has worked cooperatively with members of our congressional delegation to provide information and assistance on project submittals and will continue to furnish advice as needed both to our delegation and to your subcommittee.

Commissioner Dianne McKenna will now address a specific program component of ISTEA which we recommend be amended when Congress adopts the NHS.

Good Morning, members of the Committee. I am Dianne McKenna, Vice-Chair of the Metropolitan Transportation Commission and a supervisor from Santa Clara County.

Within the context of the NHS legislation, there is a specific ISTEA program change that MTC and a number of other metropolitan areas are presently pursuing. This change

pertains to preserving Congestion Mitigation and Air Quality (CMAQ) program eligibility for federal Clean Air Act "maintenance" areas.

Because our region's air quality now meets the national air quality standard for ozone, the San Francisco Bay Area is presently requesting EPA redesignation from a non-attainment area to an attainment (or "maintenance") area for that pollutant. If redesignation is granted, the Bay Area will lose its eligibility under ISTEA's CMAQ program. The loss of critical CMAQ funds will potentially result in a return to nonattainment status.

It should be noted that many other areas of the country face the same situation as they approach and achieve attainment of standards established by the federal Clean Air Act. In fact, of the 94 ozone nonattainment areas in the United States, 42 have complete ozone air quality monitoring data meeting the national standard, which qualifies these areas for requesting redesignation to maintenance status. For carbon monoxide nonattainment areas, 21 out of 41 areas nationwide have met the standard. A fact sheet on this issue along with a list of the ozone and carbon monoxide areas eligible for redesignation is attached for your information.

With this in mind, we propose that the CMAQ program be amended to allow maintenance areas to be eligible for the same level of funding as the least polluted, or "marginal," nonattainment areas. In the Bay Area, this would mean a reduction in funding based on a reduced CMAQ formula factor, from 1.2 to 1.0. (Suggested statutory language is also attached.)

There are strong justifications to pursue this change based on the original intent of the CMAQ program, which recognized the nexus between clean air objectives and transportation goals. First, clean air pressures do not disappear once attainment is achieved; neither should the funding that enabled nonattainment areas to reach clean air goals. Under the federal Clean Air Act, the obligation is not simply to attain but to attain and maintain clean air standards. Maintenance of clean air standards requires as much of a dedicated effort as achieving initial attainment. Under provisions of the Clean Air Act, maintenance plans must demonstrate continued attainment for 20 years.

Second, under recently promulgated EPA regulations, maintenance areas, as well as nonattainment areas, must conform their Transportation Improvement Programs (TIPs)

to State Implementation Plans (SIPs) which are designed to meet clean air standards. According to the EPA, transportation "conformity" act as the enforcer to keep state/local transportation planning consistent with state/local air quality planning. Since the pressures of conformity remain with maintenance status, we believe the use of CMAQ funding should also remain.

We urge you to recognize the link that continues to exist between air quality and transportation for maintenance areas and amend the CMAQ program to enable these areas to remain eligible for reduced but continued levels of funding.

Thank you.

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Metropolitan Transportation Commission (MTC)
Recommendations to Congress
On Designating the National Highway System

The U.S. House of Representatives has announced its intention to consider designation of the National Highway System (NHS) beginning in 1994. The Senate will have to act soon as well if the Intermodal Surface Transportation Efficiency Act (ISTEA) target to designate NHS by December 1995 is to be met.

The States, after some consultation with Metropolitan Planning Organizations (MPOs) and others, submitted their recommended NHS routes to the Secretary of Transportation. The Secretary submitted his recommended system to Congress in December 1993.

NHS designation represents one of the most important decisions to be made by Congress in the process of implementing ISTEA. Since the U.S. Department of Transportation (DOT) has just released its planning and management system regulations, Congressional action on the NHS will be without full benefit of State or MPO plans developed in response to ISTEA's new program directives. This gives rise to unanswered questions of concern to the Metropolitan Transportation Commission (MTC). MTC urges Congress to address these concerns and reinforce the role of the planning and management system decision making tools established by ISTEA.

First the concerns:

NHS Selection Criteria

- The NHS submitted to Congress does not appear to have been tested against criteria reflecting national policy objectives, transportation system efficiency, budget considerations or a state planning process open to critical review by the public. These national policy objectives include enhanced mobility, attainment of air quality standards, greater access to jobs and housing, and strengthened interstate and international commerce.

Mixed Budget Signals

- The proposed NHS, instead, is guided by arbitrary mileage allocations emanating from the Federal Highway Administration (FHWA). Tested against federal budget expectations, the system is too large to be maintained and improved to federal standards. On the other hand, the system is so small in urban areas that it requires arbitrary selection of only a few of the many principal arterials in the Metropolitan Transportation System (MTS).

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Flexibility Jeopardized

- NHS segments designed to rigid federal standards could become the magnet for an increasing share of federal funds, thus jeopardizing the flexibility required to meaningfully consider ISTEA's planning factors and management system recommendations in making critical investment decisions. Indeed, there is the distinct possibility that the states could use NHS flexibility perversely to shift allocations away from metropolitan transportation solutions because of the complexity in delivering improvements there.

MTS/NHS Integration

- The State/MPO partnership is defined in ISTEA, but the nexus of their respective transportation systems—the NHS and the MTS—is left to be developed in State and metropolitan plans and the management systems. The U.S. DOT planning regulations fail to identify either the NHS or the MTS as the focus of these plans and management systems. Congress can rectify this regulatory failure by requiring that the NHS is integrated with the MTS in urban areas, and with intermodal facilities in rural areas.

To address these concerns, MTC recommends that Congress take the following actions:

1. Designate the NHS as one milestone in the process of ultimately embracing a National Transportation System (NTS) as outlined by Secretary Peña, which in rural areas is intermodally integrated as documented in State transportation plans and in urban areas is an integral part of the Metropolitan Transportation System (MTS) as defined by MPOs in their long range plans.

2. Direct that the State plans integrate NHS and intermodal system plans as a step towards eventual designation of the NHS as part of an NTS.

3. Direct that MPO plans integrate the NHS and MTS systems as another step towards eventual designation of the NHS as part of an NTS.

4. Establish criteria for modifying NHS route designations through the collaborative State/MPO planning process with full public participation.

5. Preserve the funding flexibility established for all major ISTEA funding programs, including the NHS program.

6. Direct that the States, in cooperation with MPOs, define the range of allocations from the major ISTEA funding programs expected to be available to each MPO region as a basis for preparing transportation plans and improvement programs.

MTC
METROPOLITAN TRANSPORTATION COMMISSION

FACT SHEET

CMAQ Eligibility for Maintenance Areas

The San Francisco Bay Area is presently requesting redesignation as an attainment or "maintenance" area for the National Ambient Air Quality Standard (NAAQS) for ozone. If redesignation is granted, the Bay Area stands to lose its eligibility under ISTEA's Congestion Mitigation and Air Quality Program (CMAQ). Other areas of the country face the same situation as they approach and achieve attainment with standards established by the federal Clean Air Act (CAA). It is our intent to work with these other areas to seek an amendment to ISTEA to ensure that maintenance areas retain eligibility for CMAQ funds.

Under the CAA, the obligation is not simply to attain but to attain and maintain clean air standards. Maintenance of clean air standards requires as much of a dedicated effort as achieving initial attainment. Under provisions of the CAA, maintenance plans must demonstrate continued attainment for 20 years (42 USC 7505a). Clean air pressures do not disappear once attainment is achieved and neither should the funding that enabled nonattainment regions to reach clean air goals.

This point is supported by the fact that under recently promulgated EPA regulations, maintenance areas, as well as nonattainment areas, must conform their Transportation Improvement Programs (TIP) to State Implementation Plans (SIP) which are designed to meet clean air standards. According to the EPA, transportation conformity acts as the "enforcer" to keep state/local transportation planning consistent with state/local air quality planning. The pressures of conformity remain with maintenance status and the incentive of CMAQ funding should also remain.

With these issues in mind, we propose that the CMAQ program should be amended to allow maintenance areas to be eligible for the same level of funding as "marginal" nonattainment areas. Thus, the level of funding for maintenance areas would be established using the factor for marginal areas, 1.0. Specific proposed statutory language is attached.

Also, attached are two lists reflecting the status of potential maintenance areas. The first list includes those areas which have submitted redesignation requests or received a redesignation to maintenance status. The second list includes those areas which are eligible to submit a request based on having met the NAAQS during the period 1990-1992.

The imminent designation by Congress of a National Highway System presents an opportunity for all of us to pursue the CMAQ eligibility issue in the 1994 session.

2/15/94-kb

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Maintenance Area Status List

(Redesignation Request Submitted or Approved)

Ozone

Approved

Kansas City, MO
Knoxville, TN
Cherokee Co., SC
Greensboro-Winston Salem, NC

Request Submitted

San Francisco-Oakland, CA
Richmond, VA
Parkersburg, WV-Marietta, OH
Charleston, WV
Edmonson Co., KY
Lexington, KY
Owensboro, KY
Paducah, KY
Raleigh-Durham, NC
Memphis, TN
Jacksonville, FL
Jersey Co., IL
New Orleans, LA

Carbon Monoxide

Approved

Syracuse, NY
St. Cloud, MN
Eugene-Springfield, OR

Request Submitted

Charlotte, NC
Memphis, TN
Duluth, MN
Cleveland, OH

12/21/93

Eligible to Submit Redesignation Request for Maintenance Status (Ozone)

Of the 94 ozone nonattainment areas in the U.S., 42 have complete ozone air quality monitoring data meeting the ozone NAAQS during the three-year period 1990-92. (Those areas which have submitted a redesignation request are not included here.)

Marginal Area:

Albany, NY
Allentown, PA
Altoona, PA
Buffalo, NY
Canton, OH
Columbus, OH
Erie, PA
Evansville, IN
Greenbrier, WV
Harrisburg, PA
Indianapolis, IN
Jefferson County, NY
Johnstown, PA
Lancaster, PA
Norfolk, VA
Scranton, PA
South Bend, IN
Tampa, FL
Walworth Co., WI
York, PA
Youngstown, OH-PA

Moderate Areas

Charlotte, NC
Dayton, OH
Detroit, MI
Kewaunee Co., WI
Lewiston, ME
Miami, FL
Monterey, CA
Pittsburgh, PA
Reading, PA
Salt Lake City, UT
Toledo, OH

Eligible to Submit Redesignation Request for Maintenance Status (CO)

Of the 41 Carbon Monoxide (CO) nonattainment areas in the U.S., 21 have complete carbon monoxide air quality monitoring data meeting the CO NAAQS during the period 1991-92. (Those areas which have submitted a redesignation request are not included here.)

Baltimore, MD
Boston, MA
Chico, CA
Colorado Springs, CO
Fresno, CA
Grants Pass, OR
Hartford, CT
Klamath Falls, OR
Lake Tahoe S. Shore, CA
Longmont, CO
Modesto, CA
Ogden, UT
Philadelphia-Camden, PA-NJ
Raleigh-Durham, NC
San Diego, CA
Seattle-Tacoma, WA
Washington, DC
Winston Salem, NC

Proposed CMAQ amendment language
(amendments underlined)

• Apportionment language

Amendment 1:
23 USC Sec. 104 (b) (2): Congestion Mitigation and Air Quality Improvement Program--For the congestion mitigation and air quality improvement program, in the ratio which the weighted nonattainment and maintenance area population of each State bears to the total weighted nonattainment and maintenance area population of all States. The weighted nonattainment and maintenance area population shall be calculated by multiplying the population of each area within any State that is a nonattainment or maintenance area (as defined by the Clean Air Act) for ozone by a factor of ---

(A) 1.0 if the area is designated as an ozone maintenance area after December 18, 1991 under Section 175A of the Clean Air Act or classified as a marginal ozone nonattainment area under subpart 2 of part D of Title I of the Clean Air Act.

Amendment 2:
If the area is also classified under subpart 3 of part D of title I of such Act as a maintenance area after December 18, 1991 or nonattainment area for carbon monoxide, for purposes of calculating the weighted nonattainment area population, the weighted nonattainment area population of the area, as determined under the preceding provisions of this paragraph, shall be further multiplied by a factor of 1.2.

• Program Language

Amendment 3:
23 U.S.C. Sec. 149. Congestion Mitigation and air quality improvement program. (b)(1)(A) if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines, on the basis of information published by the Environmental Protection Agency pursuant to section 108(f)(1)(A) of the Clean Air Act (other than clauses (xii) and (xvi) of such section), that the project or program is likely to contribute to the attainment and maintenance of a national ambient air quality standard;

Amendment 4:
(b)(B)(3) the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the project or program is likely to contribute to the attainment and maintenance of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors.

12/21/93:revised 2/10/94:kb

TESTIMONY OF THE HONORABLE GEORGE BATTEY
MAYOR, CITY OF BURBANK CALIFORNIA

SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES
MARCH 8, 1994

Thank you Mr. Chairman and members of the Subcommittee.

I am George Battey the Mayor of Burbank. I also serve on the Board of Commissioners of the Burbank-Glendale-Pasadena Airport Authority. In addition, Mr. Chairman I am a member of the Regional Council, a governing policy body of the Southern California Association of Governments (SCAG) our area's Metropolitan Planning Organization (MPO). I am also appearing today as Co-Chairman of the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Coalition. The other Co-Chairs of the Coalition include City Councilman Richard Alarcon, City of Los Angeles; City Councilwoman Eileen Givens, City of Glendale, and City Councilman Mike Hernandez, City of Los Angeles. The Mayor of Glendale, Larry Zarian, Second Vice Chair of the Los Angeles County MTA is also a very active member of the Coalition. I appreciate the opportunity to appear before your Subcommittee today.

Mr. Chairman, I have submitted to the Subcommittee a detailed statement with attachments, I would like to have entered into the record of today's hearing.

Mr. Chairman, we were very pleased that you had an opportunity to visit our area early in January of this year. As I recall Mr. Chairman, you visited us the Friday before the Northridge Earthquake. While we know the timing of your travel to Southern

California and the earthquake were only coincidental, your visit will always have a lasting impact on us for many reasons.

During your day in our community, members of the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Coalition were pleased to share with you details about a very exciting project which will provide an intermodal connection between a proposed light rail project in our corridor and the Burbank-Glendale-Pasadena Airport. This connection to the Airport implements the true intent and objective of the *Intermodal Surface Transportation Efficiency Act (ISTEA)* by interconnecting several modes of transportation for the purpose of efficient and effective movement of people and goods, economic stimulus, and implementation of clean air mandates. The rail line connection to the Airport will provide Airport passengers with the ability to connect to most any destination in Southern California via rail, will alleviate congestion on the regional roadway and interstate system, and will provide a viable, cost-effective and timely alternative to Airport passengers driving to and from the Airport in single-occupant vehicles.

For the past five years officials from Los Angeles, Glendale, Burbank and the Airport Authority have worked with the Los Angeles County Metropolitan Transportation Authority (LACMTA) in the study of alignments and technical issues, as well as in the preparation, circulation and adoption of an environmental impact report for an 11.9 mile light rail line originating at Los Angeles Union Station and serving communities and businesses in Los Angeles, Glendale and Burbank. The first phase[1] of the rail line -- from Union Station to the Airport -- is estimated to cost $420 million, inclusive of the Intermodal Airport/Rail Connection. In January of this year, Mr. Chairman, we were pleased that Congressman Carlos Moorhead submitted to your

[1] Phase 2 of the project extends from the airport to the northeast San Fernando Valley. It is not part of this request for authorization and funding and would be funded from non federal sources.

Subcommittee a request for federal authorization and Federal Transit Administration (FTA) Section 3 funds to assist in the implementation of this intermodal connection between the rail line and the Burbank-Glendale-Pasadena Airport. On behalf of the Airport Authority and our Coalition I appear before you today and respectfully request authorization for the project, and the designation of $40 million of Section 3 funds to achieve this critical and regionally significant connection. Regional and local funds comprise over 90% of the total project costs, or $380 million. Federal Authorization and Section 3 funds are requested to fund just under 10% of this project or $40 million.

Our intermodal project has been a part of the federal transportation legislative history for a number of years. In 1987 when the Congress enacted the "Surface Transportation Act", a provision was included by this Committee to authorize the expenditure of highway funds for airport access to serve the Burbank-Glendale-Pasadena Airport. Subsequent changes at the Airport, including the relocation of the Lockheed Corporation and the reevaluation of land use and access assumptions, have required us to pursue a new planning direction for the Airport. With the assistance of Congressman Moorhead and the Federal Highway Administration (FHWA) federal highway funds are being obligated to undertake environmental clearance and preliminary engineering of this intermodal project. Work will begin within the next few months, and we are coordinating our efforts with Caltrans, FHWA, and the FAA. In addition, I should add that our project is contained in the Regional Transportation Improvement Program (RTIP), prepared by SCAG.

Mr. Chairman, implementation of the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail project, with the Intermodal Airport Rail Connection, will facilitate the significant job production and economic benefits of the Burbank-Glendale Pasadena Airport. The Airport, currently serving over 4 Million Annual Passengers

(MAP), generates $1.4 billion in annual economic benefit to the region, providing 40,000 jobs to the subregion. The intermodal project is needed to serve the incremental increase of passenger service at the Airport, estimated to total approximately 5 MAP by the turn of the century, via rail transit rather than automobiles. Additionally, the ability to link transit dependent workers with jobs in the Los Angeles, Glendale and Burbank communities will provide additional economic benefits to our depressed regional economy.

Mr. Chairman, our proposed intermodal project will undoubtedly prove to be a prudent and wise infrastructure investment because of a wide spectrum of public and private support. For example, the cities of Burbank and Glendale have adopted land use and development plans and policies in our communities to reinforce the development of rail in this transportation corridor. The light rail transit line, when constructed, will serve downtown Los Angeles, a Glendale Redevelopment area, and the Burbank Central Business District. The Burbank Media District, which houses the corporate centers for the Walt Disney Company, Warner Brothers and studios , and NBC, will also benefit from rail connections to residential and employment centers. The three studios strongly support the rail line and the intermodal airport connection.

The Northridge Earthquake has demonstrated that given the opportunity, the average commuter will consider alternate forms of transportation to and from work. Since January 17, 1994, we have seen a dramatic increase in transit usage, including Metrolink community rail service. With the assistance of funds provided by Congress, provided by the Supplemental Appropriations Bill, Metrolink has increased service opportunities in our corridor. On behalf of our citizens Mr. Chairman I want to personally thank you and members of the Subcommittee for your support of the Supplemental legislation. Since the earthquake Metrolink service has an increased at the

Burbank Station by over 500%. Overall Metrolink usage has grown since the earthquake by over 100%! During this period we have also seen public agencies focus their attention on servicing immediate transit needs, while at the same time keeping an eye on the long term.

Last month, our state Department of Transportation, Caltrans, constructed and opened a new Amtrak station at the Burbank-Glendale-Pasadena Airport. In making the announcement of the new state of California grant, Caltrans Executive Director James van Loben Sels, stated "...It's an opportunity to bring, transit, planes and ground transportation together in a seamless transportation system." We believe, Mr. Chairman, that the rail and intermodal activity which were are witnessing at the Airport and in the Los Angeles-Glendale-Burbank-San Fernando Valley Corridor will provide the foundation for the success of new transit investments in the Airport Intermodal Center we are proposing to your Subcommittee today.

In closing let me once again thank you Mr. Chairman for taking the time to visit our cities, review our project, and to meet with the local elected officials and community leaders who are supporting the Airport Intermodal Center and the light rail system. We believe the project is a wise and prudent investment of Federal transit funds which will leverage a significant amount of non federal financial participation. We look forward to working with you and members of the Subcommittee in a partnership to improve mobility and enhance the quality of life of Southern California residents and commuters in the Los Angeles-Glendale-Burbank-San Fernando Valley Corridor.

Thank you.

Response to Chairman Nick J. Rahall's
Questions regarding
Highway & Transit Projects

Project Submitted:

Los Angeles-Glendale-Burbank-San Fernando Valley
Light Rail Line: Intermodal Airport/Rail Connection

Submitted to:
The Honorable Nick J. Rahall, II
Chairman, Subcommittee of Surface Transportation
Committee on Public Works & Transportation

January 7, 1994

Los Angeles-Glendale-Burbank Light Rail Transit Project
Response to
Criteria of Subcommittee on Surface Transportation
for
Intermodal Connection
FTA Section 3 New Start Project Authorization

The Burbank-Glendale-Pasadena Airport Authority ("Authority"), in conjunction with the Los Angeles-Glendale-Burbank Light Rail Coalition ("Coalition"), is seeking Federal Transit Act Section 3 authorization and funding for design and construction of an intermodal connection of the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Line to the Burbank-Glendale-Pasadena Airport, located in Burbank, California.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has embarked upon a significant undertaking in developing and implementing a 400-mile regional rail transit system. The Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Line has been part of the overall long-range plans and has been part of local and regional funding efforts for some years. This line helps the local jurisdictions -- and the region -- achieve federal and state Clean Air Act goals and objectives, reduce congestion, and provide transportation services and access to a significant segment of the population which is highly transit dependent. And, most significantly, the subject of this response -- the Intermodal Airport/Rail Connection -- allows for the only airport-transit connection in the Southern California region currently planned, thus enabling regional rail access to the Burbank-Glendale-Pasadena Airport, which serves the San Gabriel and San Fernando Valley areas of Southern California.

For the past five years, officials from Los Angeles, Glendale, Burbank and the Airport Authority have worked with the Los Angeles County Metropolitan Transportation Authority (LACMTA) in the study of alignments, technical issues and the preparation, circulation and adoption of an environmental impact report for an 11.9 mile light rail line originating at Los Angeles Union Station rail passenger terminal and serving communities and businesses in Los Angeles, Glendale and Burbank. The first phase[1] of the rail line -- from Union Station to the Airport -- is estimated to cost $420 million, including the Intermodal Airport/Rail Connection. This specific request is seeking federal authorization and FTA Section 3 "New Start" funds to assist in the implementation of an intermodal connection between the rail line and the Burbank-Glendale-Pasadena Airport. The Authority and Coalition respectfully request authorization and $40 million in Section 3 "New Start" funds to achieve this critical and regionally unique connection. Regional and local funds comprise just over 90% of the total cost of this project, or $380 million. Federal authorization and Section 3 funds are requested to fund just under 10% of this project, or $40 million.

[1]Phase 2 of the project extends from the airport to the northeast San Fernando Valley. It is not part of this request for authorization and funding and would be funded from funds other than federal funds.

This connection to the airport implements the true intent and objective of the Intermodal Surface Transportation Efficiency Act (ISTEA) by interconnecting several modes of transportation for the purpose of efficient and effective movement of goods and people, economic stimulus, and implementation of clean air mandates. The rail line connection to the airport will provide airport passengers with the ability to connect to most any destination in Southern California via rail, will alleviate congestion on the regional roadway and interstate system, and will provide a viable, cost effective and timely alternative to airport passengers driving to and from the airport in single-occupant vehicles.

Responses to Congressman Rahall's Questions

Identify the State or other qualified recipient responsible for carrying out the project

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is the agency responsible for the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail project. LACMTA is responsible for planning, financing, coordinating and delivering transportation programs and projects in Los Angeles County. Also, the Burbank-Glendale-Pasadena Airport Authority ("Authority") is responsible for the planning, financing and implementation of airport improvements and operations of the Burbank-Glendale-Pasadena Airport. The Authority has received some previous federal highway support for study and improvement of ground access into the airport, and would work in conjunction with LACMTA in coordinating and implementing the intermodal rail connection to the airport.

Describe the design, scope and objectives of the project, including phase or phases proposed for funding.

The overall project is a light rail transit project with two phases:

- Phase I begins at the hub of the Southern California regional rail system, the Los Angeles Union Station Passenger Terminal, and extends 11.9 miles to an intermodal connection at the Burbank-Glendale-Pasadena Airport (see enclosed brochure section "The Project"); and

- Phase II extends from the Burbank-Glendale-Pasadena Airport northwest an additional 12 miles into the northeast San Fernando Valley, providing access to both the airport and regional rail system to one of the most underserved, transit dependent segments of the population in the Los Angeles basin (see exhibits).

The Light Rail Project was developed to meet four objectives; 1) reduce congestion and provide critically needed connections between jobs and

residential areas in the numerous communities along the rail line route 2) provide for the only planned airport/rail system intermodal connection in Southern California to serve airport passengers and employees 3) provide access to one of the most transit dependent, underserved populations in the Los Angeles basin and 4) provide alternative transportation service to a highly populated subregion of the Los Angeles basin to better enable the ability to meet federal and state clean air mandates.

There are two phases of the project. Phase I of the project has already completed design and environmental clearance and is awaiting funding for implementation. Alternative design analysis for the intermodal connection with the airport is almost completed, and preparation of environmental clearance ready to begin. Phase II of the project is just beginning alignment and design analysis.

It is proposed that the Phase I Intermodal Airport/Rail Connection receive $40 million in funding in order to enable implementation of the $420 million Phase I project.

Is the project eligible for the use of Federal-aid funds?

Yes. The Light Rail project, specifically the intermodal connection, is eligible to receive Section 3 "New Start" transit funds.

What is the total project cost and source of funds?

The total Phase I cost is estimated to be $420 million. Regional and local funds would pay for $380 million (90%) of the total Phase I project costs. Federal funds are proposed to pay for $40 million (10%) of the total Phase I project costs.

Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?

The City of Burbank has adopted a local transportation/land use specific plan for the Media District area of the City. This plan will provide for approximately $5.5 million in private sector contributions to the light rail program. Additionally, the City of Burbank and City of Glendale have proposed a significant "local share" of funding for the Phase I project via direct financial and in-kind land, utility and other non-cash contributions to the Phase I project.

Will the completion costs for the project exceed the amounts requested for the project?

The federal funds requested represent ten percent (10%) of the total project costs. The Authority and Coalition are not seeking, and will not seek, any additional federal funding in excess of the $40 million requested for the intermodal

connection. If additional funding is required to complete the project, local and regional resources will be used.

Has early work, such as preliminary engineering and environmental analysis been done on the project?

Yes. The Phase I project of 11.9 miles has completed design, preliminary engineering, and environmental clearance and is ready for construction. Further, the alternatives analysis and preliminary design of the Intermodal Airport/Rail Connection that is part of Phase I of the project is close to completion. Federal Highway Administration funds have been obligated for environmental clearance and preliminary engineering of this Project, and work will begin within the next few months on a parallel track with the environmental work. This effort is being coordinated with Caltrans and the FHWA Division office.

What is the proposed schedule and status of work on the project?

As noted above, Phase I of the light rail line has completed design, preliminary engineering and environmental clearance. The expected completion of all necessary design, engineering and preliminary engineering for the Intermodal Airport/Rail Connection will be by fall of 1994. Thus, all of Phase I will have completed all necessary design and environmental clearance within 1994.

Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?

The Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail project is included in the Regional Transportation Improvement Plan (RTIP) prepared by the Southern California Association of Governments (SCAG), this region's Metropolitan Planning Organization (MPO). Funding shown for the project is for planning/design.

Is the project considered by State and/or regional transportation officials as critical to their needs?

Yes. The LACMTA has included this project as part of its regional rail program and, in fact, has recently evaluated the previously nine (9) candidate light rail corridors, with the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Line being one of four projects recommended to be included in the LACMTA's funding and implementation plan.

The project is considered by local and regional officials to be critically important in that it provides a unique rail/airport connection of the Burbank-Glendale-Pasadena Airport with the 400-mile regional rail system, giving airport passengers and employees excellent regional access via rail to the airport and

employment/residential centers throughout Southern California. Additionally, the project would provide critically needed transit service to a transit-dependent, under served population in the San Gabriel and San Fernando Valleys.

Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

The project is expected to be greatly funded (90%) with state, regional and local funds. However, the Phase I inclusion of the Intermodal Airport/Rail Connection adds an incremental ten percent cost to the proposed light rail line. Federal funds are being sought to assist in the completion of the funding program for this unique, critically needed rail line.

Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

The project has not encountered any significant opposition or obstacles of any kind. The project has been in process for approximately five years, and has in fact generated significant support from both the public and private sectors. Local elected officials from the City of Los Angeles, City of Glendale and City of Burbank have expressed strong support for this line. Additionally, a coalition of private sector support, coupled with public sector support, has been formed to push for early implementation of the rail line. The coalition includes such private sector interests as Warner Brothers, Homart Development, the Walt Disney Studios, and other local businesses.

How will the project objectives be attained?

The Project has four basic objectives; 1) reduce congestion and provide critically needed connections between jobs and residential areas in the numerous communities along the rail line route 2) provide for the only planned airport/rail system intermodal connection in Southern California to serve airport passengers and employees 3) provide access to one of the most transit dependent, underserved populations in the Los Angeles basin and 4) provide alternative transportation service to a highly populated subregion of the Los Angeles basin to better enable the ability to meet federal and state clean air mandates. Implementation of the Project will accomplish the following:

1 Regional congestion would be substantially reduced by implementation of the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Line and Intermodal Airport/Rail Connection due to high ridership connections assessed as part of Phase I of the project. It is anticipated that over 40,000 riders per day would utilize this transit system. These projections, along with the anticipated additional riders from the Burbank-Glendale-Pasadena Airport on this line, as well as on other lines in the regional rail system, will greatly reduce automobile trips and

congestion along the Interstate 5 freeway and other regional freeways and roadways;

2. Connecting the light rail line to the airport would achieve the only intermodal rail/airport/roadway connection currently planned in Southern California, thus providing excellent ground access alternatives to many of the Burbank-Glendale-Pasadena Airport's existing 4 million annual passengers, as well as continued alternative access to up to 7 million annual passengers anticipated by the turn of the century;

3. The project -- both Phase I and Phase II -- traverses and has planned stations in many communities which have a highly transit dependent population. These communities are currently underserved by buses and, even with expanded bus service, still are projected to need additional transit service. Further, the direct connection of the rail line into the Airport, as well as into job-producing areas of the region such as the Glendale Redevelopment Area, the Burbank Golden State Redevelopment Area, and the Pacoima Redevelopment Area (City of Los Angeles), enables a direct connection of needed jobs for transit dependent workers.

4. The implementation of the Light Rail line, specifically the Intermodal Airport/Rail Connection, will reduce congestion and mobile source air quality impacts throughout the region. Thus, the implementation of the project enables this subregion to have the capital facilities of alternative transportation modes to help in complying with federal and state clean air mandates.

Describe the economic, energy efficiency, environmental, congestion mitigation and safety effects associated with completion of the project.

Economic Benefits

Implementation of the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Project, with the Intermodal Airport/Rail Connection, will facilitate the significant job production and economic benefits of the Burbank-Glendale-Pasadena Airport. The airport generates roughly $1.4 billion in annual economic benefit, including 40,000 jobs, to the subregion. Additionally, the ability to link transit dependent workers with jobs in the Los Angeles, Glendale and Burbank communities will provide additional economic benefits to the economically depressed Southern California region. The Light Rail Project and Intermodal Airport/Rail Connection is also anticipated to directly create short-term and long-term jobs resultant from the construction and operation of the proposed project.

Energy Efficiency
The Light Rail Project and Intermodal Airport/Rail Connection is expected to reduce vehicle miles traveled in the project area by about 15 percent. Also, the implementation of the light rail project will reduce congestion on the interstate and regional freeway system, increasing travel speeds and thus improving fuel efficiency for automobiles on the highway system.

Congestion Mitigation
The Light Rail Project and Intermodal Airport/Rail Connection will provide for significant reductions in congestion on the Interstate 5 and regional roadway system. It is estimated that approximately $8 million per year in congestion costs would be saved by implementation of the project. This figure was derived based on the following:

Delay savings = A(amount of congestion) x B(cost of delay to driver) x C(# of days/year)

A = (travel time before/speed - travel time after/speed) x (# of trips during hours of congestion)
B = (% truck traffic x truck delay/hour cost) + (% auto traffic x average auto delay/hour cost)*
C = (# of days/year of delay)

*Average cost of truck waiting in traffic = $19.20 per hour
*Average cost of car wailing in traffic = $7.20 per hour

Safety
The implementation of the Light Rail Project and Intermodal Airport/Rail Connection reduces automobile traffic congestion on the interstate and regional roadway system, thus improving mobility.

Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

As noted previously, the Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Project is being funded with regional and local funds. It is requested that the federal contribution to the Intermodal Airport/Rail Connection be $40 million. This is the only federal contribution requested. Other infrastructure improvements around the Burbank-Glendale-Pasadena Airport include freeway and regional roadway surface improvements, which are being funded with state and local monies.

In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

Shuttle, bus and Transportation Demand Management strategies have been evaluated as alternatives to the Light Rail Project and the Intermodal Airport/Rail

Connection. While providing for some mitigation of impacts which exist and would be compounded by a "No Project" scenario, none of the above alternatives provide the benefits in congestion mitigation, air quality conformity and energy consumption that the Project provides the region.

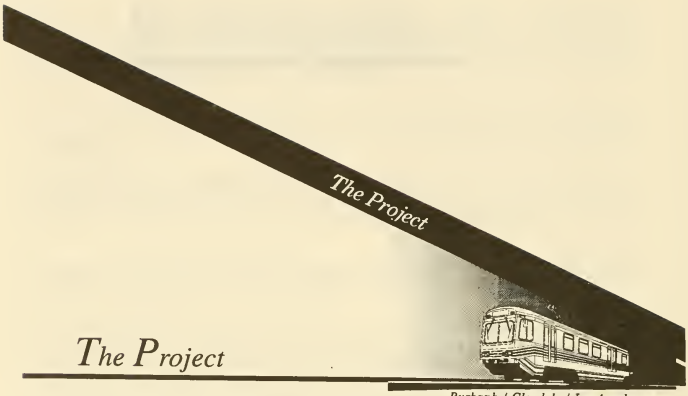
Is the authorization requested an increase to a previously authorized amount for this project

No previous authorization or appropriation for this project has been sought or obtained. This is the first request for authorization and appropriation and is limited to the Intermodal Airport/Rail Connection described herein.

If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

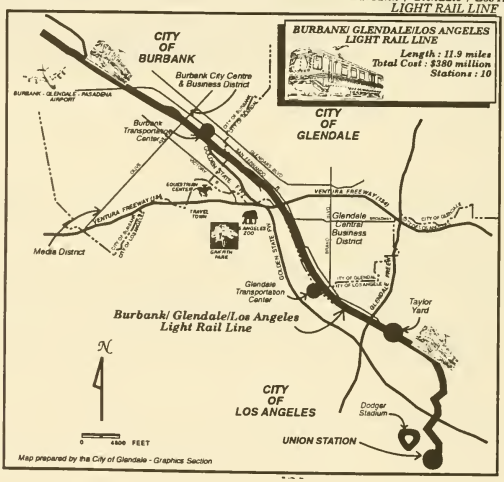
The Los Angeles-Glendale-Burbank-San Fernando Valley Light Rail Project and Intermodal Airport Connection has been recognized as a very important project to this region by regional and local officials. The Project is highly cost effective based upon both projected ridership and local share contributions to the Project. The intermodal nature of the project meets the spirit and intent of the intermodal emphasis of ISTEA. Therefore, it is the opinion of the Authority and the Coalition that this Project should be authorized and funded through Highway Trust Fund revenues without the use of general fund revenues.

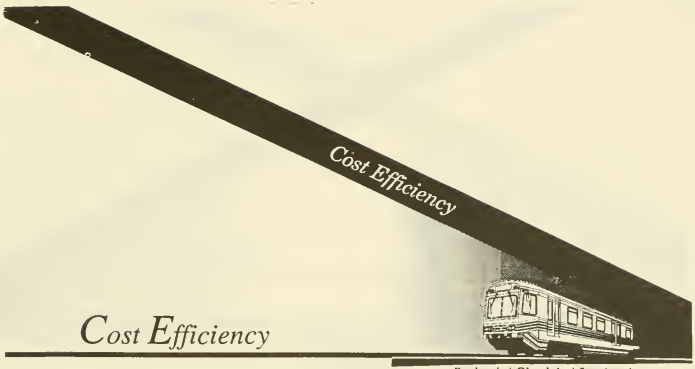
Attachment



The Project

Burbank / Glendale / Los Angeles
LIGHT RAIL LINE

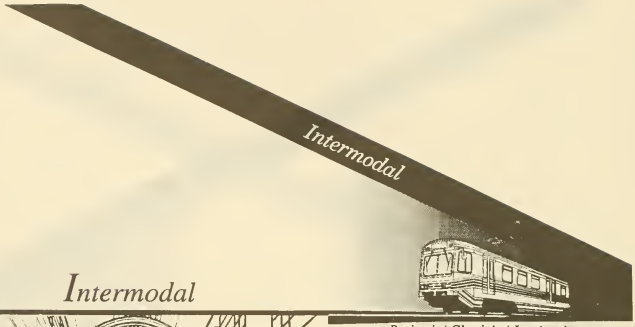




Cost Efficiency

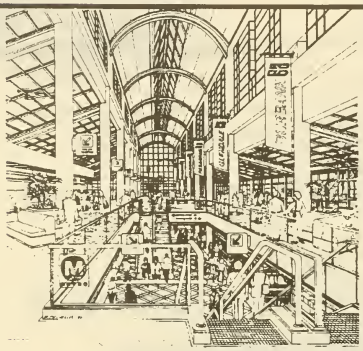
Burbank / Glendale / Los Angeles
LIGHT RAIL LINE

- *The Burbank / Glendale / Los Angeles Light Rail Line is the least expensive rail project per mile to construct in the Los Angeles County Metropolitan Transportation Authority's 30-Year Integrated Transportation Plan.*
- *The proposed project has high ridership projections - up to 38,000 riders per day by 2010.*
- *The entire project will be constructed at-grade on existing LACMTA right-of-way.*
- *The Cities of Burbank and Glendale have committed to fund 20% to 30% of the construction costs for portions of the line within their jurisdictions.*



Intermodal

Burbank / Glendale / Los Angeles
LIGHT RAIL LINE



Conceptual Airport Terminal Rendering
by Gruen Associates

- *Planning for the Burbank/Glendale/Los Angeles Light Rail Line is taking place concurrently with planning for construction of a new terminal at the Burbank/Glendale/Pasadena Airport. This provides a unique and exciting opportunity to develop a model rail/air terminal.*
- *In addition to the airport, the line will serve three major transportation centers, providing connections to Metrolink, Amtrak, Metro Rail, MTD bus, local shuttles and express bus, as well as the regional rail network.*
- *Each city being served by the line operates successful local distribution systems.*
- *The line provides access and congestion relief to three major freeways.*

Destinations

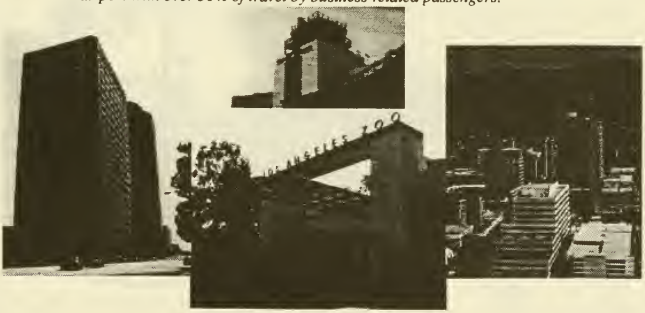
Burbank / Glendale / Los Angeles
LIGHT RAIL LINE

- *The Burbank/Glendale/Los Angeles Light Rail Line will serve two major Central Business Districts and the Burbank Media District in addition to downtown Los Angeles, including corporate centers such as Nestle USA, Disney, Warner Brothers and NBC. It will also provide access to the Glendale Galleria and the Burbank Media Center Mall, two of Southern California's largest retail centers.*

- *The project will serve major tourist attractions, providing off-peak demand, including the Los Angeles Zoo, Griffith Park, the Gene Autry Museum, the Equestrian Center, Travel Town, Dodger Stadium and the Burbank Studios.*

- *The light rail line will connect with other lines, linking these attractions with other Los Angeles tourist attractions, such as the Memorial Coliseum, Convention Center, Sports Arena, County Museums and hotels.*

- *The line terminates at the Burbank/Glendale/Pasadena Airport, a regional airport with over 50% of travel by business related passengers.*

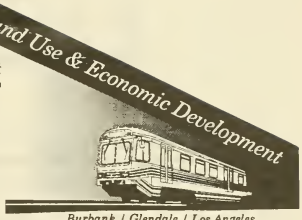


Project Readiness

Burbank / Glendale / Los Angeles
LIGHT RAIL LINE

- *The Burbank / Glendale / Los Angeles Light Rail Line is designated as a candidate corridor project in the Los Angeles County Metropolitan Transportation Authority 30-Year Integrated Transportation Plan.*
- *The Environmental Impact Report has been completed and certified.*
- *Necessary right-of-way has been acquired.*
- *The project has strong community support.*
- *Local matching funds have been approved and programmed.*

Rendering of the Glendale Transportation Center by Gruen Associates

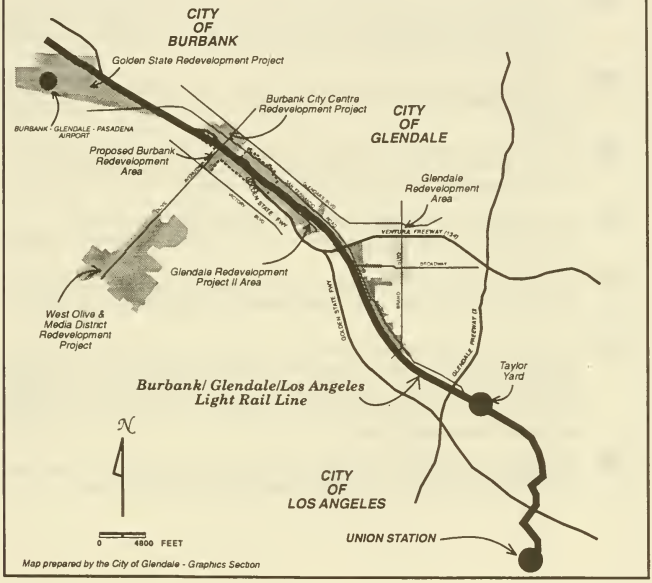


Burbank / Glendale / Los Angeles
LIGHT RAIL LINE

Land Use & Economic Development

- *The Cities of Glendale and Burbank have established redevelopment project areas along the route in order to facilitate the coordination of land use and transportation.*
- *The light rail line will provide a stimulus for the City of Los Angeles' economic development plans at Taylor Yard and Union Station.*
- *The Project will help facilitate an economic restructuring of areas severely impacted by the exodus of aerospace companies.*

Redevelopment and Economic Development Areas


CITY OF BURBANK
Golden State Redevelopment Project
Burbank City Centre Redevelopment Project
CITY OF GLENDALE
BURBANK - GLENDALE - PASADENA AIRPORT
Proposed Burbank Redevelopment Area
Glendale Redevelopment Area
VENTURA FREEWAY #134
Glendale Redevelopment Project II Area
West Olive & Media Distrct Redevelopment Project
Burbank/ Glendale/Los Angeles Light Rail Line
Taylor Yard
N
CITY OF LOS ANGELES
UNION STATION
0 4800 FEET
Map prepared by the City of Glendale - Graphics Section

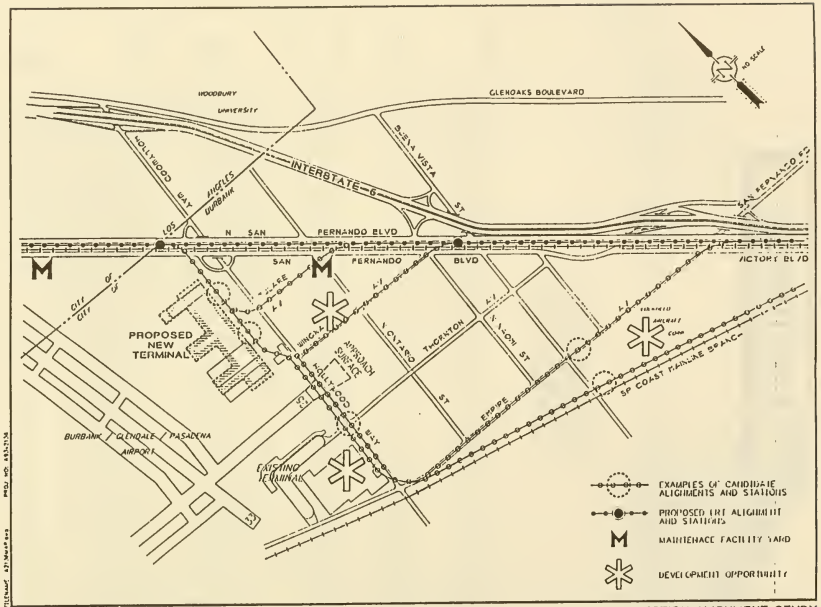
"Train to Plane"

Burbank / Glendale / Los Angeles
LIGHT RAIL LINE

BURBANK GLENDALE PASADENA AIRPORT

- *Development of the Burbank/Glendale/ Los Angeles Light Rail Line provides a unique opportunity to create a state-of-the-art air/rail transportation center since the Burbank-Glendale-Pasadena Airport is currently planning for the construction of a replacement terminal.*
- *Burbank is a major airport facility serving the Los Angeles area. It is located only 13.3 miles from downtown Los Angeles, closer than LAX in both distance and time.*
- *The Airport serves over 4 million passengers per year with airlines such as Alaska, American, America West, Reno Air, Southwest, United and others, with 75% passengers from the San Fernando Valley.*
- *Intermodal air/rail interconnections are a high priority in federal transportation policy as articulated in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).*
- *The Burbank-Glendale-Pasadena Airport Authority supports the concept of an intermodal air/rail center and is participating in the light rail planning efforts.*
- *The majority of the Airport's patrons are business travelers to and from the Los Angeles metropolitan area and other major business centers including San Francisco, Oakland, San Jose, Sacramento, San Diego, Phoenix, Las Vegas, Dallas, Denver, Portland and Seattle. Therefore, the passengers served by the Airport will utilize rail transit and the light rail line can play a major role in assisting business development.*
- *The Airport is also the center of a high employment area that will produce a significant bi-directional ridership demand for the light rail line.*

Attachment

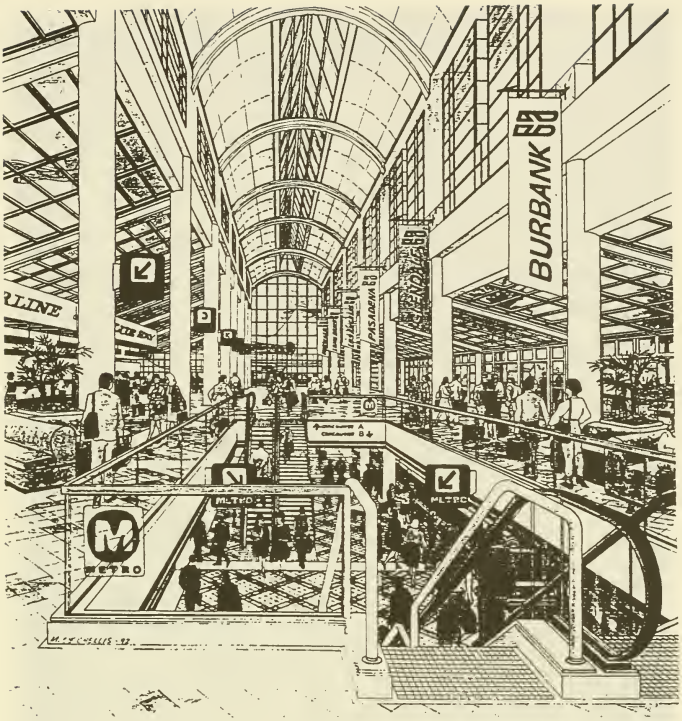


Korve Engineering

BURBANK / GLENDALE/ LOS ANGELES LIGHT RAIL LINE AIRPORT CONNECTION ALIGNMENT STUDY

Figure No. 1-1

STUDY AREA SHOWING EXAMPLE ALIGNMENTS AND STATIONS



STUDY OF DIRECT TRANSIT ACCESS TO THE
BURBANK-GLENDALE-PASADENA AIRPORT
Burbank, California

The Burbank-Glendale-Los Angeles Rail Transit Project will run in close proximity to the Burbank-Glendale-Pasadena Airport. This preliminary study explored the feasibility of a direct LRT connector to the planned new airport terminal. This rendering illustrates a possible LRT alignment which longitudinally traverses the main concourse of the new air terminal and provides direct access.
Client: Cities of Burbank and Glendale

SUPPLEMENTAL FUNDING REQUEST

FOR

ONTARIO INTERNATIONAL AIRPORT

GROUND ACCESS PROGRAM

ATTACHMENTS

Executive Summary of the Airport Ground Access Program

Executive summary, project map, cost by project, overall funding summary of the program and terminal expansion site plan.

Project Funding Request

Responses in accordance with the criteria of the Honorable Nick Joe Rahall II, Chairman of the Surface Transportation Subcommittee.

PRESENTED BY

LeROY D. BENDER, CITY ENGINEER

CITY OF ONTARIO

SAN BERNARDINO COUNTY, CALIFORNIA

MARCH 8, 1994

CITY OF ONTARIO
303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4196 (909) 986-1151
FAX (909) 391-2567

AN EXECUTIVE SUMMARY

OF THE

ONTARIO INTERNATIONAL AIRPORT GROUND ACCESS PROGRAM

The Ontario International Airport Ground Access Program utilizes an extensive public/private cooperative financing partnership. The program is providing in excess of $136.1 million of transportation infrastructure in support of the $250 million terminal expansion at Ontario International Airport.

The State of California Department of Transportation, as a condition of approval for the terminal expansion project, required improved ground access facilities to accommodate the projected increase in traffic, resulting from the airport expansion and from adjacent development of Airport related activities.

The program essentially consists of five freeway interchange projects, four highway-railroad grade separations projects, and over 20 miles of major arterial highway construction around all sides of Ontario International Airport, including a state-of-the-art Regional Traffic Information System and highway landscaping.

The program's initial funding began late in 1986 with the allocation of $4.0 million in Federal Continuing Resolution Funds, since reduced to $2.45 million. Additional funding with $14.5 million of Federal Demonstration Grant Funds and $8.7 million of Secretary of Transportation Discretionary Funds was obtained under the Transportation and Uniform Relocation Assistance Act of 1987. An additional $4.7 million was obtained under the Transportation Highway Bill of 1991. The Appropriation Bill of 1993 provides $3.2 million to the program. The current federal support of $33.55 million has been leveraged with local, public, and private funding of $92.61 million. In order to successfully complete a comprehensive ground access program, an additional $9.94 million in federal funds is needed to cover identified shortfalls. If obtained, the total federal contribution to the program will be $43.49 million or 32.0% of the total program cost.

The program is currently underway with a majority of the projects in environmental reviews, design, or actual construction. At this time, seven of the projects are completed, and two are under construction.

The program's present level of success is the result of an extensive cooperative public/private effort which includes federal, state, and local agencies, as well as private interests.

The program's success depends on the continued efforts in implementing the projects, and on continued efforts to seek out funding for identified shortfalls in some of the project elements.

Additional information may be obtained by contacting the City of Ontario's Project Coordinator, Michael A. Curtin, at (909) 391-2575 or the City Engineer, LeRoy D. Bender, at 391-2528, extension 4403.

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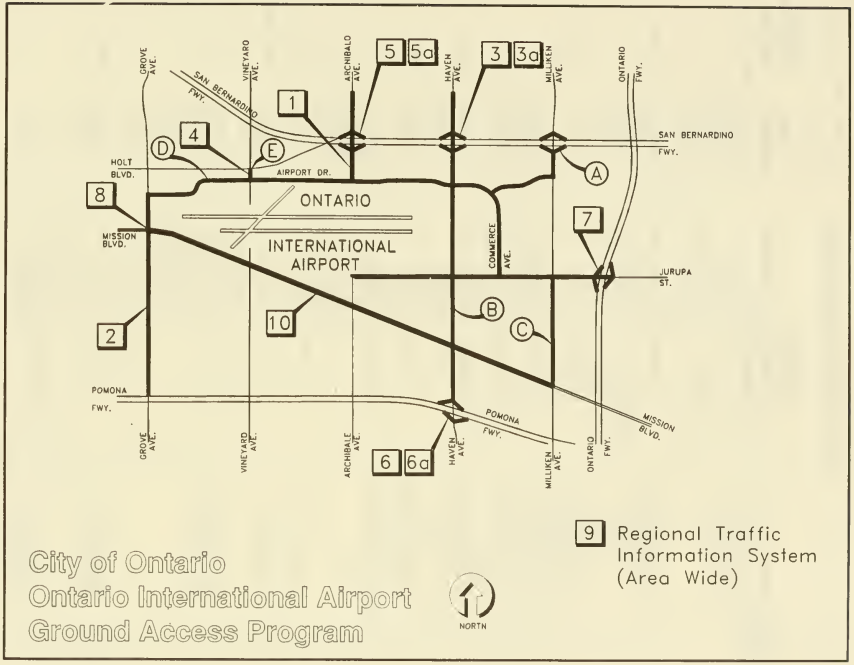
GROVE AVE.
VINEYARD AVE.
ARCHIBALD AVE.
HAVEN AVE.
MILLIKEN AVE.
ONTARIO FWY.
SAN BERNARDINO FWY.
SAN BERNARDINO FWY.
HOLT BLVD.
AIRPORT DR.
ONTARIO
INTERNATIONAL AIRPORT
COMMERCE AVE.
MISSION BLVD.
JURUPA ST.
POMONA FWY.
POMONA FWY.
MISSION BLVD.
GROVE AVE.
VINEYARD AVE.
ARCHIBALD AVE.
HAVEN AVE.
MILLIKEN AVE.
ONTARIO FWY.
1
2
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A
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C
D
E
9 Regional Traffic Information System (Area Wide)
City of Ontario
Ontario International Airport
Ground Access Program
NORTH

GROUND ACCESS PROGRAM SUMMARY

PHASE	PROJECT	APPROX. TOTAL COST	FUNDING SOURCE	FUNDING AMOUNT	PROPOSED CONSTRUCTION SCHEDULE
1.	Archibald Ave.: I-10 to Airport Dr. including Grade Separation	$14,200,000	Fed. Cont. Resl. ('86)	$ 2,060,000	1994
			Fed. Demo ('87)	8,352,000	
			L.A. DOA	1,135,000	
			City (General Fund)	378,000	
			Railroad SPRR	75,000	
			Shortfall	2,200,000	
2.	Grove Ave.: Rte. 60 Fwy to NIO UPRR-AD104	$ 5,260,000	Fed. Demo ('87)	$636,200	Completed
			Assess. Dist.	3,244,900	
			City (FAU)	900,000	
			City (Gas Tax)	188,900	
			City (Gen. Fund)	290,000	
3.	Haven Ave. @ I-10 Fwy Interchange Upgrade	$ 6,000,000	Caltrans	$ 6,000,000	Completed
3a.	Haven Ave.: I-10 Fwy Landscape & Irrigation	$ 630,000	Fed. Demo ('91)	$504,000	1996
			City Redevelopment	126,000	
4.	Vineyard Ave.: Holt Blvd. to Airport Dr.	$ 700,000	Fed. Demo ('87)	$560,000	1994
			City (Gen. Fund)	140,000	
5.	Archibald Ave. @ I-10 Fwy Interchange Upgrade	$23,400,000	Fed. Demo ('93)	$3,000,000	1994*
			Caltrans	19,650,000	
			SANBAG	750,000	
5a.	Archibald Ave. @ I-10 Fwy Landscape & Irrigation	$ 1,630,000	Fed. Demo ('91)	$504,000	1996
			Shortfall	1,126,000	
6.	Haven Ave. @ Rte. 60 Interchange	$11,770,000	Fed. Demo ('87)	$5,860,000	1994*
			Caltrans	2,643,000	
			Assess. Dist.	1,767,000	
			Shortfall	1,500,000	
6a.	Haven Ave. @ SR-60 Landscape & Irrigation	$ 600,000	Fed. Demo ('91)	$ 435,800	1995
			Assess. Dist.	164,200	
7.	Jurupa @ I-15 Fwy Upgrade Interchange	$ 5,700,000	Fed. Demo ('87)	$4,560,000	Under Const.*
			Caltrans	1,040,000	
			City Redevelpment	100,000	
8.	Grove Ave.: Belmont to Airport Dr. including Grade Separation	$14,200,000	Fed. Cont. Resl. ('86)	$ 390,000	1994
			Fed. Demo ('87)	3,231,800	
			Fed. Demo ('91)	2,456,200	
			L. A. DOA	760,650	
			City (General Fund)	253,550	
			Railroad (UPRR)	407,800	
			City (Grade Sep.)	5,000,000	
			Shortfall	1,700,000	
9.	Regional Traffic Information Systems	$ 1,000,000	Fed. Demo ('91)	$800,000	1994
			Caltrans	100,000	
			L. A. DOA	75,000	
			City (General Fund)	25,000	
10.	Mission Blvd.: Grove to Milliken	$ 3,612,200	Fed. Demo ('93)	$ 200,000	
			Shortfall	3,412,200	---

*Construction Administration by Caltrans

Page 2
Ground Access Project Summary
January, 1994

PHASE	PROJECT	APPROX. TOTAL COST	FUNDING SOURCE	FUNDING AMOUNT	PROPOSED CONSTRUCTION SCHEDULE
A.	Milliken Ave. @ I-10 Fwy Interchange Upgrade	$15,067,800	Assess. Dist. City Redevelopment	$10,767,800 4,300,000	1995
B.	Haven Ave. (AD-103)				
	• Haven Grade Sep. @ SPRR	$ 4,000,000	City (Grade Sep.) Assess. Dist. City (Gas Tax & TDA City Redevelopment Developer L.A. DOA	$ 1,250,000 1,470,000 425,000 370,000 289,500 195,500	Completed
	• Airport to Francis	7,000,000	Assess. Dist. L.A. DOA	$4,100,000 2,900,000	Completed
	• Mission to SR-60	4,000,000	Assess. Dist.	4,000,000	Completed
	• Haven Grade Sep. @ UPRR	5,600,000	Assess. Dist.	5,600,000	Completed
	• Grade Separation @ UPRR Landscaping & Irrigation	1,000,000	Assess. Dist.	$1,000,000	Under Const.
C.	Milliken/Philadelphia (AD-106)	$ 6,900,000	Assess. Dist.	$6,900,000	1994
D.	Airport Drive: Grove Ave. easterly to ONT	$ 3,500,000	L.A. DOA	$3,500,000	1996
E.	Holt Blvd. & Vineyard Ave. Rehabilitation, Landscaping & Signal Mod.	$ 330,000	City (Gas Tax)	$ 330,000	Completed
	PROGRAM TOTAL	$136,100,000			

Page 3
Ground Access Project Summary
January, 1994

SUMMARY FUNDING

			%
Fed. Ground Access Demonstration Funds (1993)	=	$ 3,200,000	2.3
Fed. Ground Access Demonstration Funds (1991)	=	$ 4,700,000	3.5
Fed. Ground Access Demonstration Funds (1987)	=	$ 23,200,000	17.0
Fed. Ground Access Continuing Resolution Funds (1986)	=	$ 2,450,000	1.8
Caltrans Funds	=	$ 29,433,000	21.6
City of Ontario	=	$ 9,180,450	6.7
Assessment District	=	$ 39,013,900	28.7
Developer	=	$ 289,500	0.2
L. A Dept. of Airports	=	$ 8,566,150	6.3
Railroads	=	$ 482,800	0.4
Ontario Redevelopment	=	$ 4,896,000	3.6
SANBAG	=	$ 750,000	0.6
Short Fall	=	$ 9,938,200	7.3
TOTAL	=	$136,100,000	100%

MAC.1gv/kam

Ground Access Program Summary

PROPOSED GRADE SEPARATION
SPRR
ARCHIBALD AVE.
SPRR
TERMINAL
TERMINAL
TERMINAL
N
DMJM
CITY OF LOS ANGELES
DEPARTMENT OF AIRPORTS
ONTARIO INTERNATIONAL AIRPORT
SITE PLAN
EXHIBIT No. 1

THE ONTARIO INTERNATIONAL AIRPORT GROUND ACCESS PROGRAM PROJECT FUNDING REQUEST

PROPOSED IN ACCORDANCE WITH THE REQUEST
OF CHAIRMAN RAHALL OF
THE SURFACE TRANSPORTATION SUBCOMMITTEE

PREPARED BY

LeROY D. BENDER
CITY ENGINEER
CITY OF ONTARIO

SUBMITTED
DECEMBER 1993

(UPDATED FEBRUARY 1994)

INTRODUCTION

City of Ontario's need for increased funding authorization is necessary in order to complete the previously authorized Ontario Ground Access Program. In support of this request for additional funding, the following specific information is submitted as outlined by the Honorable Nick Joe Rahall II, Chairman of the Subcommittee on Surface Transportation, in his October 13, 1993 presentation to the House of Representatives:

GENERAL SUMMARY

This is a request for $9.938 million which is essential to fund the identified program shortfall necessary to complete the Ontario Ground Access Program. The program summary is shown on Attachment A.

The Ontario International Airport Ground Access Program utilizes an extensive public/private cooperative financing partnership. The program costs are in excess of $136.1 million. All of the projects involve transportation infrastructure to support the $250 million new airport terminal expansion at Ontario International Airport.

The State of California Department of Transportation, as a condition of approval for the terminal expansion project, required improved ground access facilities to accommodate the projected increase in traffic that would result from the airport expansion and from adjacent development of airport related activities.

The Ground Access Program essentially consists of five freeway interchange projects, four highway-railroad grade separations projects, and over 20 miles of major arterial highway construction around all sides of Ontario International Airport. The Program also includes a state-of-the-art Regional Traffic Information System and highway landscaping. Currently, the program contains 22 independent construction phases.

The program is currently underway with a majority of the projects in environmental reviews, design, or actual construction. At this time, seven of the projects are completed and four are under construction or ready for construction.

The program's present level of success is the result of an extensive cooperative public/private effort which includes federal, state, local agencies, and private funding.

The program's success depends on the continued funding support for identified project shortfalls in some of the project elements.

SPECIFIC INFORMATION

The following specifically requested information is provided:

1. Identify the State or other qualified recipient responsible for carrying out the project.

City of Ontario in the County of San Bernardino, California, in accordance with an agreement with the City of Los Angeles Department of Airports (D.O.A.). The agreement stipulates that D.O.A. will construct the Ontario International Airport Terminal Expansion, and the City of Ontario will construct the necessary ground access transportation system to the airport.

2. Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.

The Ontario International Airport Ground Access Program utilizes an extensive public/private cooperative financing partnership. The program cost is in excess of $136.1 million. All of the projects involve transportation infrastructure to support the $250 million new airport terminal expansion at Ontario International Airport.

The State of California Department of Transportation, as a condition of approval for the terminal expansion project, required improved ground access facilities to accommodate the projected increase in traffic that would result from the airport expansion and from adjacent development of the airport related activities.

The program essentially consists of five freeway interchange projects, four highway-railroad grade separations projects, and over 20 miles of major arterial highway construction around all sides of Ontario International Airport, including a state-of-the-art Regional Traffic Information System and highway landscaping. Currently, the program contains 22 independent construction phases as shown on Attachments B1 and B2.

The program is currently underway with a majority of the projects in environmental reviews, design, or actual construction. At this time, seven of the projects are completed and four are under construction or ready for construction.

3. Is the project eligible for the use of Federal-aid funds?

The Federal Highway Administration (FHWA) has required that each project within the program be independently evaluated for the use of Federal-aid funds. This has been done on a project-by-project basis. All submitted projects have been approved for Federal-aid funding.

4. What is the total project cost and source of funds?

The total program's project cost is $136.1 million. Funding sources consist of federal, state, local agencies, and private funds as detailed on Attachment C.

5. Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?

The current Federal funding of $33.55 million has been leveraged with local, public, and private funding in the amount of $92.61 million. In order to successfully complete the comprehensive Ground Access Program, an additional $9.938 million in federal funds is needed to cover identified shortfalls. If obtained, the total Federal contribution to the program will be $43.39 million or 32.0% of the total program cost. The total private sector funding will be $44.2 or 29.5% of the total cost. All funding sources, excluding Federal funds, represent 68.0% of the total cost.

6. Will the completion costs for the project exceed the amounts requested for the project?

This request is anticipated to be the last funding request necessary to successfully complete the entire on-going program.

7. Has early work, such as preliminary engineering and environmental analysis been done on the project?

Being an on-going program, extensive preliminary engineering and environmental analysis has been completed on the program. Also, Federal Highway Administration (FHWA) has required each project within the program to be independently evaluated if Federal-aid funds are used. To date, 21 of the 22 projects within the program have received environmental clearance.

8. What is the proposed schedule and status of work on the project?

All projects within the program are scheduled to be completed by the fall of 1996 in order to comply with the anticipated opening of the new Ontario International Airport Terminal Expansion. Construction status or schedule is shown on Attachment B.

9. Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?

The various projects of the program are included in the State Transportation Improvement Program (STIP) if on a State Highway system. Projects are also included in the Regional Transportation Improvement Program (RTIP) if on a local highway system.

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

The program has the full support of both State, regional, and local transportation agencies and officials.

11. Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

The program's overall magnitude and complexity has strained the ability of the Regional Transportation Agency, which has previously provided some funding commitment. Additionally, the RTC is funding related improvements which support and enhance Ontario's Ground Access Program.

12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

The program has the support of the community and the regional and local jurisdictions. No known objections exist to the program or any of its project's phases.

13. How will the project objectives be attained?

The program's present level of success is the result of an extensive cooperative public/private effort which includes federal, state, and local agencies, as well as private funds.

The program's success depends on the continued efforts in implementing the projects, and on continued efforts to seek out and obtain funding for the identified shortfalls in some of the project elements.

14. Describe the economic, energy efficiency, environmental, congestion mitigation and safety effects associated with completion of the project.

The program is the result of many years of study and analysis by a steering and technical committee made up of representatives of local and regional transportation and planning agencies and private interests. Successful

completion of the program will provide for safe and efficient access to and around the expanded Ontario International Airport Terminal which is designed to serve 12 million passengers annually (12 MAP). In addition, project provisions provide for a regional traffic information system and connections between adjacent freeways, commuter rail (METROLINK) station, parking, convention center and local streets. The reduced vehicular congestion and enhanced vehicular safety resulting from the projects, coupled with the completion of the new airport terminal, will be a vital economic stimulus to the area and yet be environmentally compatible.

15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

The program is being implemented as a requirement to mitigate the increased traffic which will result with the expanded Ontario International Airport Terminal and adjacent related land areas.

The City of Los Angeles Department of Airports is funding the $250 million terminal expansion through a proposed airport bond issue. No other related infrastructure projects are anticipated.

16. In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

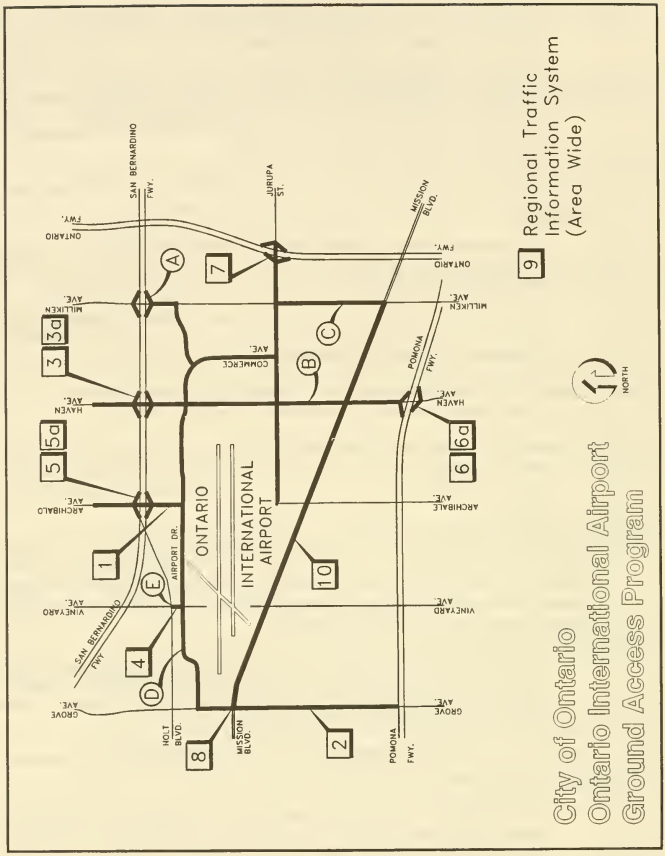
Many alternatives have been evaluated in the mid 1980's by the Southern California Association of Governments. The programs transportation emphasis was recommended by the technical and steering committee after extended study.

17. Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal fundings, commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?

The request for Federal funding is an increase to previously authorized funding for the project. The additional funding is necessary to successfully complete this major transportation infrastructure program. Previous Federal appropriations are shown on Attachment C.

18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

Yes. The regional significance, magnitude, and complexity of the project in consideration of the progress and achievements made to date would warrant the application of any available Federal funding in order to successfully complete this program.



ATTACHMENT A

GROUND ACCESS PROGRAM SUMMARY

PHASE	PROJECT	APPROX. TOTAL COST	FUNDING SOURCE	FUNDING AMOUNT	PROPOSED CONSTRUCTION SCHEDULE
1.	Archibald Ave.: I-10 to Airport Dr. including Grade Separation	$14,200,000	Fed. Cont. Resl. ('86) Fed. Demo ('87) L.A. DOA City (General Fund) Railroad SPRR Shortfall	$ 2,060,000 8,352,000 1,135,000 378,000 75,000 2,200,000	1994
2.	Grove Ave.: Rte. 60 Fwy to NIO UPRR-AD104	$ 5,260,000	Fed. Demo ('87) Assess. Dist. City (FAU) City (Gas Tax) City (Gen. Fund)	$636,200 3,244,900 900,000 188,900 290,000	Completed
3.	Haven Ave. @ I-10 Fwy Interchange Upgrade	$ 6,000,000	Caltrans	$ 6,000,000	Completed
3a.	Haven Ave.: I-10 Fwy Landscape & Irrigation	$ 630,000	Fed. Demo ('91) City Redevelopment	$504,000 126,000	1996
4.	Vineyard Ave.: Holt Blvd. to Airport Dr.	$ 700,000	Fed. Demo ('87) City (Gen. Fund)	$560,000 140,000	1994
5.	Archibald Ave. @ I-10 Fwy Interchange Upgrade	$23,400,000	Fed. Demo ('93) Caltrans SANBAG	$3,000,000 19,650,000 750,000	1994*
5a.	Archibald Ave. @ I-10 Fwy Landscape & Irrigation	$ 1,630,000	Fed. Demo ('91) Shortfall	$504,000 1,126,000	1996
6.	Haven Ave. @ Rte. 60 Interchange	$11,770,000	Fed. Demo ('87) Caltrans Assess. Dist. Shortfall	$5,860,000 2,643,000 1,767,000 1,500,000	1994*
6a.	Haven Ave. @ SR-60 Landscape & Irrigation	$ 600,000	Fed. Demo ('91) Assess. Dist.	$ 435,800 164,200	1995
7.	Jurupa @ I-15 Fwy Upgrade Interchange	$ 5,700,000	Fed. Demo ('87) Caltrans City Redevelopment	$4,560,000 1,040,000 100,000	Under Const.*
8.	Grove Ave.: Belmont to Airport Dr. including Grade Separation	$14,200,000	Fed. Cont. Resl. ('86) Fed. Demo ('87) Fed. Demo ('91) L. A. DOA City (General Fund) Railroad (UPRR) City (Grade Sep.) Shortfall	$ 390,000 3,231,800 2,456,200 760,650 253,550 407,800 5,000,000 1,700,000	1994
9.	Regional Traffic Information Systems	$ 1,000,000	Fed. Demo ('91) Caltrans L. A. DOA City (General Fund)	$800,000 100,000 75,000 25,000	1994
10.	Mission Blvd.: Grove to Milliken	$ 3,612,200	Fed. Demo ('93) Shortfall	$ 200,000 3,412,200	---

*Construction Administration by Caltrans

Page 2
Ground Access Project Summary
January, 1994

PHASE	PROJECT	APPROX. TOTAL COST	FUNDING SOURCE	FUNDING AMOUNT	PROPOSED CONSTRUCTION SCHEDULE
A.	Milliken Ave. @ I-10 Fwy Interchange Upgrade	$15,067,800	Assess. Dist. City Redevelopment	$10,767,800 4,300,000	1995
B.	Haven Ave. (AD-103)				
	• Haven Grade Sep. @ SPRR	$ 4,000,000	City (Grade Sep.) Assess. Dist. City (Gas Tax & TDA City Redevelopment Developer L.A. DOA	$ 1,250,000 1,470,000 425,000 370,000 289,500 195,500	Completed
	• Airport to Francis	7,000,000	Assess. Dist. L.A. DOA	$4,100,000 2,900,000	Completed
	• Mission to SR-60	4,000,000	Assess. Dist.	4,000,000	Completed
	• Haven Grade Sep. @ UPRR	5,600,000	Assess. Dist.	5,600,000	Completed
	• Grade Separation @ UPRR Landscaping & Irrigation	1,000,000	Assess. Dist.	$1,000,000	Under Const.
C.	Milliken/Philadelphia (AD-106)	$ 6,900,000	Assess. Dist.	$6,900,000	1994
D.	Airport Drive: Grove Ave. easterly to ONT	$ 3,500,000	L.A. DOA	$3,500,000	1996
E.	Holt Blvd. & Vineyard Ave. Rehabilitation, Landscaping & Signal Mod.	$ 330,000	City (Gas Tax)	$ 330,000	Completed
	PROGRAM TOTAL	$136,100,000			

ATTACHMENT B-2

SUMMARY FUNDING

			%
Fed. Ground Access Demonstration Funds (1993)	=	$ 3,200,000	2.3
Fed. Ground Access Demonstration Funds (1991)	=	$ 4,700,000	3.5
Fed. Ground Access Demonstration Funds (1987)	=	$ 23,200,000	17.0
Fed. Ground Access Continuing Resolution Funds (1986)	=	$ 2,450,000	1.8
Caltrans Funds	=	$ 29,433,000	21.6
City of Ontario	=	$ 9,180,450	6.7
Assessment District	=	$ 39,013,900	28.7
Developer	=	$ 289,500	0.2
L. A. Dept. of Airports	=	$ 8,566,150	6.3
Railroads	=	$ 482,800	0.4
Ontario Redevelopment	=	$ 4,896,000	3.6
SANBAG	=	$ 750,000	0.6
Short Fall	=	$ 9,938,200	7.3
TOTAL	=	$136,100,000	100%

MAC.1gv/kam

Ground Access Program Summary

ATTACHMENT C

STATEMENT BY THE HONORABLE DOUG BEREUTER

TO THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION'S

SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 8, 1994

Chairman Rahall, Congressman Petri, and members of the Subcommittee: I would like to begin by expressing my sincere appreciation for the opportunity to testify today in support of transportation issues of great interest to me and the State of Nebraska.

I. NEBRASKA-SPECIFIC PROJECTS

A. South and East Bypass for Lincoln, Nebraska

1. Request for Authorization of Feasibility Study

I am requesting an authorization of $500,000 for a feasibility and corridor study for a highway project to complete the remaining element of what would be a circumferential highway around the City of Lincoln, Nebraska, by examining routes that at this point are exclusively outside the city limits of the City of Lincoln. This is my highest priority request of the subcommittee this year.

While this is a critically needed study, the City of Lincoln's Metropolitan Planning Organization receives only about $190,000 per year in Federal funds for all transportation planning activities. Clearly, such an expensive study would require additional funding in order to be undertaken by the City of Lincoln.

The current transportation network in Lincoln, Nebraska, a city of nearly 200,000, is under stress and the implementation of a new transportation system must be studied. The approach which seems to make the most sense is the completion of a circumferential roadway system by the development of highway segments south and east of the city. This completed circumferential roadway would help meet current needs and accommodate future growth before such highway development becomes prohibitively expensive. Completion of a beltway highway for Lincoln has been discussed for more than three decades and the need to implement such a plan becomes more apparent each year.

A recent City of Lincoln task force looking at the possibility of the beltway determined that the development of such a system would be a crucial component of the regional transportation network which would accomplish the goals of moving traffic around congested urban areas and providing for an expanded capacity of the urban system.

In addition, a truck route study was recently prepared for the City of Lincoln. One of the conclusions reached by the study was that a very key element, if not the most important element of the Lincoln Truck Study implementation plan is construction and completion of the East-South Bypass link. That study found this proposed project would complete the "Beltway" system for the City of Lincoln, thus enabling major amounts of regional traffic to bypass the major urban development areas of Lincoln.

2. National Highway System Designation

The proposed National Highway System map for the Lincoln urbanized area includes surrogate corridors for the south and east bypasses. Obviously, since the bypass study for which I have requested funding is necessary to determine the optimal corridors, a final decision at this time is not possible.

The proposed map designates 84th Street on the east and Highway 2 on the south as the surrogate corridors. However, City of Lincoln officials have made it clear that these routes are not now being considered for the corridor of the remaining beltway link. To alleviate any possible concerns which may be caused by the initial designation of 84th Street on the National Highway System, I believe it would be preferable to specify that the eastern NHS segment be located on or between 96th and 134th Street and the southern NHS segment be located on or between Yankee Hill Road and Saltillo Road, as that is the current corridor zone being considered. Nebraska State Highway 2 should remain on the NHS, in addition to the southern corridor that is eventually designated as that corridor penetrates the urban development area for many miles; the southern Yankee Hill Road and Saltillo Road area would be a true circumferential route. The Highway 2 corridor, however, is a heavily travelled link between I-80 and I-29 in western Iowa.

B. Other Nebraska Projects

I also understand that the State of Nebraska has submitted to the Surface Transportation Subcommittee a list of proposed projects that are eligible for Federal funding. The list include both newly proposed projects and existing or previously approved projects that require additional Federal funds for completion. In particular, I would like to express my support for the project involving U.S. 34 from the junction of U.S. Highway 2 to the junction of U.S. Highway 81 near York, Nebraska and the expressway connecting Fremont and Omaha, Nebraska.

II. BI-STATE PROJECTS

A. Increased Authorization for Bridge Across Missouri River Between the Newcastle, Nebraska Area and Vermillion, South Dakota

My colleague from South Dakota, Tim Johnson, and I are requesting an additional $4.6 million authorization for the proposed bridge across the Missouri River between the Newcastle, Nebraska area and Vermillion, South Dakota. The authorized Federal share of the project is 80 percent while

Nebraska and South Dakota will each contribute 10 percent. In a related matter, I would also like to request $200,000 for a preliminary study to consider a general route alignment from the Wayne, Nebraska area to the selected bridge site, with the matching 20% share coming from the State of Nebraska for the $200,000 study item. A portion of this route -- the segment of Nebraska Highway 57 north of U.S. Highway 20 -- is currently on the proposed National Highway System.

Initial authorization for the bridge is included in Section 1107 of the Intermodal Surface Transportation Efficiency Act of 1991. This legislation authorized $3.6 million for the bridge, which was a portion of the $13.5 million Federal share which was needed. In addition, the FY92 Transportation Appropriations Bill included $32,000 for the studies involving the planning and feasibility of the bridge and the FY93 Transportation Appropriations Bill added $3.29 for the project.

As you examine this project, I know you will find that it offers tremendous economic benefits for the entire region. I am also convinced that this bridge, when completed, will serve as a connector for one of two major north-south routes across Nebraska. To serve as a connector, it will first require a new highway connection between Wayne, Nebraska, and the bridge. An authorization of the $200,000 I have requested for a preliminary study would greatly facilitate this connection. Completion of this route would mean that from the Kansas border, near Chester, there would be a direct link across Nebraska to Vermillion, South Dakota, and I-29.

For six decades, the prospect of constructing a bridge in the Newcastle-Vermillion area has enjoyed wide-spread support. An impressive coalition of community organizations, local governments, businesses, and individuals from both Nebraska and South Dakota has joined together in support of this bridge. Such a bi-state consensus is possible because the benefits resulting from the bridge's construction are so clear. These benefits include increased economic development, enhanced recreational opportunities, improved access to health care, and a reduction in transportation costs. Also, the construction of this bridge will improve the general quality of life for the area's residents by creating additional opportunities for higher education and cultural and social activities.

Due to the current lack of a bridge, communities in northeast Nebraska and southeast South Dakota have remained isolated from each other despite their proximity. As a result, economic activity in the region has been hampered and labor and commerce options have been limited. Clearly, the completion of a bridge across the Missouri River will be a significant aid in attracting new businesses to the area.

It is also important to keep in mind the educational opportunities which would be opened for residents on both sides of the river. The University of South Dakota, located in Vermillion, offers an excellent selection of academic programs. However, because of the added distance to trips, many individuals who live in northeast Nebraska have a difficult time attending classes, especially if they are part-time, working students. The University is a popular destination for non-students as well since it has a dome arena which is used for sporting events and numerous other large events and shows. Wayne State College, located in northeast Nebraska would also benefit from the

easier access offered by a bridge. Wayne State and the University of South Dakota have expressed an interest in developing cooperative programs which could help students from both institutions and complement the educational services they offer in this bi-state region.

B. Increased Authorization for Bridge Across Missouri River Between Niobrara, Nebraska and Springfield, South Dakota

I am also pleased to join my colleague from South Dakota, Tim Johnson, and my colleague from Nebraska, Bill Barrett, in requesting an additional authorization of $4.3 million for a proposed bridge across the Missouri River between Niobrara, Nebraska, and Springfield, South Dakota. Authorization for such a bridge is contained in a provision of Public Law 100-17, the Surface Transportation and Uniform Relocation Assistance Act of 1987. An authorization of $4.7 million was also included in the Intermodal Surface Transportation Efficiency Act of 1991. However, this amount was less than originally requested and less than necessary to complete the project.

Because of redistricting, the Nebraska portion of this project is now in Congressman Barrett's district. However, due to my previous efforts and the tremendous need for this bridge, I remain very supportive of this project.

The proposed Niobrara-Springfield bridge has enjoyed widespread support from residents on both sides of the river as well as local and state officials. Since 1927, efforts have been made to construct this much-needed bridge. The issue became even more critical in the mid-1980's with the abandonment of ferry service. As a result of a previous legislative initiative, the Department of Transportation directed the Nebraska Department of Roads and the South Dakota Department of Transportation to conduct a study to determine the feasibility of reinstituting ferry service. The report, which was completed in December 1987, estimated that the car ferry would cost approximately $5 million to $6 million. Because of the Department of Roads' analysis that a bridge could be built for far less than was previously discussed, the bridge option became more attractive.

Motorists, farmers, and businesspeople would benefit greatly from the educed travel distance if this bridge is built. Also, because of the beneficial impact this bridge would have on the Indian tribes in the area, the Bureau of Indian Affairs has expressed its support for the project. For example, by reducing the driving time from the Santee Sioux reservation to the Indian Health Service facility in Wagner, South Dakota, the bridge would play an important role in improving medical care for the tribes served by the facility.

I would like to reiterate my strong support for these bridge projects and my request for the funding authorization necessary to ensure their timely construction.

Mr. Chairman and members of the subcommittee, again, thank you for the opportunity to express my support for these projects.

STATEMENT BY REP. JAMES BILBRAY

SUB. ON SURFACE TRANSPORTATION

MARCH 8, 1994

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, I APPRECIATE THE OPPORTUNITY TO SEEK YOUR SUPPORT FOR 47.4 MILLION DOLLARS FOR THE RECONSTRUCTION OF THE I-15/SPRING MOUNTAIN INTERCHANGE IN LAS VEGAS. ACCOMPANYING ME IS THE DIRECTOR OF THE NEVADA STATE HIGHWAY DEPARTMENT, MR. GARTH DULL.

ALONG THE LAS VEGAS STRIP, THE I-15/SPRING MOUNTAIN INTERCHANGE IS THE SINGLE MOST SIGNIFICANT COMPONENT OF A STAGED EFFORT TO RELIEVE TRAFFIC CONGESTION IN THE I-15/RESORT CORRIDOR.

FROM THIS INTERSECTION, RESIDENTS AND TOURISTS ALIKE MAKE THEIR ACCESS TO SEVERAL OF THE LARGEST HOTELS AND CASINOS IN LAS VEGAS, INCLUDING THE MIRAGE, TREASURE ISLAND, THE SANDS CONVENTION CENTER, THE

FASHION SHOW MALL, AND CAESARS PALACE. THESE ARE SOME OF THE MOST POPULAR TOURIST CENTERS, AS WELL AS SOME OF THE LARGEST EMPLOYERS IN OUR CITY.

FURTHER ADDING TO THE CONGESTION, THE MAIN RAILROAD LINE RUNS ADJACENT TO THE INTERSECTION, HALTING EAST/WEST TRAFFIC AT LEAST ONCE EVERY HOUR.

DECISIONS TO MODERNIZE THIS INTERSECTION DATE BACK TO THE

MID-1980'S WHEN TRAFFIC CONGESTION FROM THE RAPID TOURIST DEVELOPMENT REACHED UNACCEPTABLE LEVELS.

CONSTRUCTION ON THE PROJECT BEGAN IN 1991 AS A STAGED UPGRADING OF THE OLD DESIGN INTERCHANGE.

THE STATE OF NEVADA INITIATED WORK ON THE FIRST TWO CONSTRUCTION PACKAGES COMMITTING 85.1 MILLION DOLLARS OF APPROPRIATED FEDERAL AND

STATE MONIES.

IMPROVEMENTS ALREADY COMPLETED HAVE DRAMATICALLY ENHANCED THE FLOW OF TRAFFIC IN THE ENTIRE AREA. BUT UNTIL THE ENTIRE SPRING MOUNTAIN PROJECT IS COMPLETED, THE FULL ECONOMIC AND SAFETY BENEFITS IDENTIFIED BY THIS SUBCOMMITTEE WILL NOT BE FULLY REALIZED.

I ASK FOR THE SUPPORT OF THIS SUBCOMMITTEE TO INCLUDE 47.4 MILLION DOLLARS FOR THE I-15

/SPRING MOUNTAIN INTERCHANGE IN THE NATIONAL HIGHWAY SYSTEM AUTHORIZATION LEGISLATION.

I WOULD NOW LIKE TO TURN TO MR. DULL FOR HIS BRIEF REMARKS.

STATEMENT OF GERALD M. BRINTON
EXECUTIVE DIRECTOR
SEMINOLE COUNTY EXPRESSWAY AUTHORITY

SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 8, 1994

CENTRAL FLORIDA GREENEWAY
S.R. 417
SEMINOLE COUNTY
MISSING LINK
PROPOSED
INTERCHANGE
WALT DISNEY WORLD
MGM STUDIOS
SEMINOLE · COUNTY
EXPRESSWAY · AUTHORITY

REQUEST FOR STATUTORY AUTHORIZATION FOR FUNDING OF THE INTERSTATE 4/CENTRAL FLORIDA GREENEWAY INTERCHANGE

FACT SHEET

The "Missing Link"- This interchange is a critical element of the six mile long "missing link" in the 56 mile long eastern beltway around Orlando, known as the Central Florida GreeneWay.

Objectives - Construction of the proposed I-4/GreeneWay interchange will accomplish the following objectives: 1) provide a vital northeast link between I-4 and the GreeneWay; 2) greatly improve mobility between northern Central Florida and the Orlando International Airport, Walt Disney World and other area attractions, University of Central Florida, and other major regional activity centers; 3) support important regional land use planning goals; 4) improve mobility within the Orlando Metropolitan Area; and 5) relieve congestion on I-4 and the regional roadway network.

Importance - Completion of the eastern beltway is the most important transportation project in Central Florida today. The Orlando Urban Area Metropolitan Planning Organization (MPO) and the Florida Department of Transportation have given this project the highest priority possible, however, there are simply not sufficient funds available through current programs to fund this interchange in the near future.

Local Funding - The first 50 miles of the circumferential highway have been constructed with toll revenues generated from motorists in Central Florida, with no Federal or State tax revenues. If this request for statutory authorization for funding of $85 million is granted, the eastern portion of the circumferential highway would receive a total of only $85 million in Federal funds out of a total cost of over $750 million.

Project Benefits - Completion of this project will significantly reduce congestion on local arterial roadways and on Interstate 4 through Central Florida; and will provide a safe and efficient facility to serve regional and interregional travel demands. This facility is designed as a high speed, high capacity, systems interchange which will reduce emissions from the alternative routes which utilize either local roads that require stop and go traffic, or Interstate 4 which is operating above its design capacity.

Environmental Impacts - Environmental permits were issued in 1991 by the US Corps of Engineers and the Florida Department of Environmental Protection. The required mitigation for wetland impacts has already been accomplished through the enhancement and creation of a 1700 acre mitigation site.

Schedule/Status of Work - Construction plans for the six mile "missing link" of the GreeneWay, which include the proposed interchange at I-4, began in mid-1992 and are anticipated to be complete in early 1995. If funding is available, right-of-way acquisition could commence shortly thereafter and be completed by early 1996. Construction would follow, with completion achieved in mid-1998.

Testimony

Surface Transportation Subcommittee
House of Representatives
March 8, 1994

INTERSTATE 5 MULTI-MODAL
CAPACITY ENHANCEMENT INNOVATION PROJECT
And
CARMENITA AVENUE OVERCROSSING AND INTERCHANGE PROJECT

Presented by

Arthur C. Brown
Member, Board of Directors
Interstate 5 Consortium Cities Joint Powers Authority
Councilmember
City of Buena Park, California

Mr. Chairman and Members of the Committee, on behalf of the Interstate 5 Consortium Cities Joint Powers Authority, I thank you for the opportunity to present to the Committee proposals for consideration in the National Highway System legislation.

I am a member of the Board of Directors for the I-5 Joint Powers Authority. The Authority represents the cities of Buena Park, Commerce, Downey, La Mirada, Norwalk and Santa Fe Springs that are located in the 18 mile I-5 corridor between Orange County and the Los Angeles Central Business District. The Authority was established in 1991, to work in partnership with the Federal Highway Administration (FHWA), the State, and regional transportation authorities, to plan I-5 corridor capacity and regional mobility improvements while minimizing social and economic disruption in the I-5 corridor.

The I-5 corridor is a major population and employment center with a population of 325,000 and an employment base of over 500,000 jobs. The I-5 corridor is a critical intercounty link that connects Orange County and its numerous travel corridors with Los Angeles and its major employment centers such as downtown Los Angeles.

As the backbone of the interstate and State Route system in California, the I-5 currently carries high traffic volumes in excess of 250,000 vehicles per day, operating at service level F plus three to six hours during am and pm peak hours. The I-5 consists of 50 sub-standard, non-functioning freeway facilities, and a limited number of general purpose lanes that do not match lane availability north and south of the corridor. The I-5 suffers from years of neglect. There is significant local congestion due to the lack of Interstate-5 capacity.

Environmentally approved and funded I-5 widening projects in Orange County will be completed later this decade. The 10 to 12 lane improvements will attempt to funnel the increased capacity into six lanes beginning in Buena Park, resulting in a bottleneck and creating even more congestion than currently exists at that location.

Given limited lane availability and fully developed communities abutting the I-5, carrying the at-grade High Occupancy Vehicle (HOV) improvements north into Buena Park and Los Angeles County will require the relocation of residential, commercial, and industrial uses to locations outside the corridor representing the loss of a significant portion of the economic base of those communities. A comprehensive innovative program of capacity improvements can meet regional mobility needs without sacrificing local interests and needs.

Unfortunately, I-5 HOV improvements in Los Angeles County are not programmed until the year 2010. However, adding HOV lanes alone on the I-5 will not solve the local and regional capacity and traffic congestion problems.

ISTEA AUTHORIZED I-5 CAPACITY ENHANCEMENT INNOVATION PROJECT

The Interstate 5 Capacity Enhancement Innovative Project is a multi-modal, systems approach using innovative techniques and processes to increase the capacity, efficiency, and safety of Interstate-5 with minimal right-of-way intrusion. A comprehensive approach is required if the enhancements are to be achieved while protecting the social and economic interests of the corridor communities. ISTEA authorized $6.7 million for feasibility studies, conceptual design, preliminary engineering, and environmental review of:

- *HOV improvements*
- *Intermodal coordination with planned and existing light rail, commuter rail, and other transit systems*
- *Crossings and parallel arterials*
- *Interchanges*
- *Transportation System Management (TSM) improvements and Transportation Demand Management (TDM) improvements*

Significant progress has been made since the enactment of ISTEA. The dozens of capacity enhancement alternatives have been reduced to 2 to 3 basic alternatives. An I-5 Corridor HOV Value Engineering Study has confirmed that HOV improvements should be made to the I-5 as opposed to other interstates and State routes connecting Orange County with the Los Angeles Central Business District. Since ISTEA, consensus has developed among the partners, FHWA, the State, the regional transportation authorities, and the Authority, that the solution to the congestion and mobility problems in the I-5 corridor is a multi-modal systems approach. The Project Study Report (alternative

analysis) will be underway in Summer, 1994. The environmental clearance process will be underway prior to the next highway reauthorization act. Finally, the Authority has become recognized as a partner in planning the future of the I-5 corridor.

However, much remains to be done, By the end of this decade, the last segment of the I-5 widening project in Orange County will be completed creating a crisis in the I-5 corridor between Buena Park and Los Angeles. There is no near term funding from transportation authorities or the State to implement I-5 Demonstration Project elements that can provide near term relief. Finally, ISTEA does not provide funding for the design and implementation of project elements.

NHS PROPOSALS

I-5 MULTI-MODAL CAPACITY ENHANCEMENT INNOVATION PROJECT

Because near term congestion relief is critical given the construction of I-5 HOV improvements in Orange County, the Authority has submitted proposals for consideration in the National Highway Systems Act. The Authority seeks authorization for the design of interim HOV improvements, early TSM improvements, TDM projects, and the Carmenita Overcrossing.

Examples of TSM and TDM improvements include traffic operation system, rideshare incentives, rideshare marketing, transit service improvements, transit incentives, local street improvement studies, traffic control improvements, and employer-base transportation management programs. The proposal includes planning to improve access between multi-modal transportation centers planned in the I-5 corridor.

The design of interim I-5 HOV improvements from Orange County to Interstate 605, to be constructed within existing State right-of-way, is proposed in order to accommodate the HOV improvements in Orange County scheduled for completion by the end of this decade. In the absence of interim HOV improvements, the significant "bottle-neck" that will be created cannot be resolved for at least another 15 years. It is estimated that TSM and TDM improvements can increase capacity in the I-5 corridor by as much as 25 percent. The NHS request for TSM, TDM, and multi-modal planning and design is $7.4 Million. The request for HOV design is $2 million.

CARMENITA OVERCROSSING

A second proposal requests the transfer of $4.7 million from the Norwalk Boulevard Grade Separation Project authorized in ISTEA to the Carmenita I-5 Overcrossing and requests new authorization of $10.96 million for the balance of project improvement costs.

Carmenita, a two lane overcrossing, is one of the most deficient, regionally significant facilities on the I-5. Carmenita Road is four lanes in each direction north and south of the Carmenita Overcrossing. Major highway and truck route, Carmenita provides access to the highly industrialized area located around the overcrossing.

There is significant congestion and traffic delays due to the substandard overcrossing, ramp configuration, traffic signals, and railroad grade crossing south of the bridge creating unsafe conditions and vehicle queues back over the bridge. Carmenita is one of the few overcrossings of Interstate-5 and State Route-91 freeways that continuously serve the north/south circulation needs of the region. Carmenita is an important facility to regional transportation, connecting nine cities to the freeway and State highway system. The movement of cargo from the area is severely hampered by the railroad grade crossing at Carmenita road and the traffic congestion being created by the obsolete narrow bridge and Carmenita interchange.

The proposal for NHS made by the Authority are cost-effective in providing much needed congestion relief and improved mobility locally and in the region. The proposed projects represent the next logical progression implementing the I-5 Capacity Enhancement Innovation project authorized by ISTEA. The proposed projects can be implemented prior to the reauthorization of the highway act in 1997.

I thank you for the opportunity to present these important proposals to the Committee. The Authority hopes the proposals will be given serious consideration.

Thank you.

Statement by Congresswoman Corrine Brown

before the

Subcommittee on Surface Transportation

of the

Public Works and Transportation Committee

Fuller Warren Bridge Replacement

March 8, 1994

Mr. Chairman and Members of the Subcommittee:

Thank you for the opportunity to testify before my colleagues this afternoon regarding the Fuller Warren Bridge in Jacksonville, Florida.

There is a critical need to replace the Fuller Warren Bridge which is one of the few remaining draw bridges in this country located on the interstate system. Indeed, this facility is the only bridge on I-95 from Miami to Maine that has a draw span.

The Fuller Warren is considered the gateway to all of Florida, and as such, serves as the major north-south arterial from Jacksonville to Central and South Florida and Georgia. The bridge also links Florida East Coast I-95 traffic with I-10 for destinations to Tallahassee and other major West Florida cities. I-95 is the major corridor, not only for north/south traffic, but also commuter traffic through the Duval County area.

The severe traffic congestion caused by the Fuller Warren is well known to both local and interstate travelers. The bridge is considered in gridlock condition during peak travel hours.

The Fuller Warren was built in 1954 and at that time was designed to handle a maximum capacity of 86,000 vehicles per day. The bridge is now handling 100,000 vehicles daily and we are expecting a 3% increase each year.

In addition to the frequent bridge openings (which occur 15 to 20 times per day), the narrowing of I-95 from a 6/8 lane roadway to a four lane bridge adds to the problems encountered by traffic on the approach to the Fuller Warren. The resulting bottlenecks back up traffic for several miles on each side of the St. Johns River delaying motorists for upwards of 30 to 45 minutes for each bridge opening.

When the bridge fails mechanically (because of the lift mechanism) any detour that is implemented winds through the downtown area. Because the lift mechanism is old and well used, it is not completely reliable. When the bridge's lift span failed in January, 1992, traffic had to be detoured for six days and getting through Jacksonville was impossible as some motorists had to travel 60 miles to the west and utilize I-75.

The Department of Transportation along with the Federal Highway Administration has decided on an eight-lane fixed span, new Fuller Warren Bridge. The vertical clearance (the point from the bottom of the bridge to the mean high water mark) will be 75 feet high. This means the bridge will be high enough for the marine traffic to pass under the bridge without requiring a drawspan.

The Fuller Warren was one of five bridges and 165 miles of roadway built with local funds without benefit of State or Federal funding. Jacksonville's expressway facilities were completed

before the development of the Interstate system, therefore our roadway network connected with the Interstate system at Trout River and at the Fuller Warren Bridge.

The Preliminary Engineering, Final Design, and Right of Way acquisition are currently funded, however, the remaining $185 million construction cost is unfunded. Of this $185 million cost, about $37 million would be non-federal contributions provided by the State of Florida and $148 million would be federal highways funds, assuming an 80 percent federal, 20 percent state split.

The first year construction increment, tentatively scheduled for 1995, is approximately $55 million. This would consume 95 percent of the National Highway System and STP funds available to the Jacksonville MPO for FY95/96. State and local resources are insufficient to cover the high cost of constructing a new bridge. Therefore, I am requesting authorization and funding of $148 million in federal funds for the Fuller Warren Bridge.

Replacement of the Fuller Warren Bridge is a top priority for the State of Florida and the City of Jacksonville, and I thank my colleagues for considering this request.

I appreciate the opportunity to appear before the Subcommittee this afternoon.

STATEMENT OF

HONORABLE YVONNE BRATHWAITE BURKE

CHAIR,
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

AND

MEMBER,
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

BEFORE THE

HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

SUBCOMMITTEE ON SURFACE TRANSPORTATION

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 8, 1994

Statement of Supervisor Yvonne Brathwaite Burke

Member, Los Angeles County Metropolitan Transportation Authority

Mr. Chairman, on behalf of the Los Angeles County Metropolitan Transportation Authority (MTA), I too appreciate the opportunity to appear before you today to present testimony in support of surface transportation programs and projects which are critical to the economic revitalization of Los Angeles and believe should be included in legislation designed to authorize the National Highway System (NHS). As a former member of the Public Works Committee, I appreciate the enormous task of authorizing funds for the vast transportation needs of our country, especially Los Angeles.

I also want to thank you and your colleagues for your generous, and timely response to Los Angeles following the devastating January 17 earthquake. I am in awe of the damage 30 seconds can cause to a region, but it has been gratifying to see the spirit and will of the people to work together to ease the economic and social impacts of this disaster. With your continued assistance, Los Angeles will be back stronger than ever.

As Chairman Alatorre stated, the additional authorization for Metro Rail Red Line Segment 3 to East Los Angeles and for the Gateway Intermodal Transit Center will further the goal and objectives of the MTA by providing essential transportation infrastructure for Los Angeles County. As elected officials grapple with increased transportation infrastructure needs and shrinking budgets, the MTA looks forward to the continued partnership with Congress and the Administration to move Metro Rail into the 21st Century.

Finally, Los Angeles Mayor Richard Riordan will testify next week before this Committee seeking additional funding for the Alameda Corridor Project. As the County Supervisor representing this area, I want to offer my full support for the Alameda Corridor project which will improve highway and railroad service to the largest port complex in the United States.

This improved port access is integral to the timely movement of goods and services for our major trading partners in the Pacific Rim, especially after the recent Asian Pacific Economic Cooperation Forum.

Thank you again for allowing the MTA the opportunity to appear before you today.

CONGRESSMAN GARY A. CONDIT

Testimony before the House Public Works and Transportation
Subcommittee on Surface Transportation regarding
metric conversion of highway signs

March 8, 1994

Chairman Rahall, Congressman Petri, and other members of the Subcommittee, I appreciate your giving me and Congressman Roberts an opportunity to discuss with you the metric conversion of highway signs. I know that you have been here for most of the day, so I will keep my remarks very brief.

As the co-chair of the Congressional Caucus on Unfunded Mandates and as a member adamantly opposed to passing on more unfunded mandates to state and local governments, I am quite concerned with efforts to convert highway signs to metric.

It is my understanding that the previous Transportation Appropriations bill specifically prohibited federal funds from being used to implement the conversion of highway signs from English Standard to metric. Therefore, the conversion, if it is to occur at all, will be paid for by states and local governments. As such, I am opposed to this unfunded federal mandate.

The California Department of Transportation (CALTRANS) has done a preliminary estimate on the costs of converting signs in the state. According to CALTRANS, the cost of converting just state highway signs will be $20 million. The cost to California's cities and

counties to replace their signs will be another $20 million. So we are looking at a grand total of $40 million for my state to change their signs to metric. I can tell you right now that California cannot and should not have to sacrifice their own revenues in order to comply with a federal mandate that they change their signs to metric. And for what?

The conversion of highway signs to metric will not make the roads any safer. It will not put more miles of road into use. However, it will cost a lot of money and it will probably do a good job at confusing most of the general public who is not familiar with the metric system.

I am aware that many members have introduced legislation to stop the metric conversion for highway signs. I have noticed, however, that some of these bills only prohibit the use of federal funds for the conversion. If all we are going to do is prohibit the use of federal funds to accomplish the conversion, then I fear that we are leaving the door wide open to have these costs pushed on to States and local governments. In order to resolve this matter, I firmly believe that language needs to be adopted, similar to the bill Representative Roberts has introduced, that would specifically forbid the Federal Highway Administration from forcing States and local governments to implement the conversion.

Finally, I realize that unfunded federal mandates has become a hot topic around here. I further realize that the cost of converting highway signs to metric is rather low compared to other unfunded federal mandates. But, eliminating this mandate, however, will show our States and local governments that we have heard their pleas for help and we are prepared to

act.

We ask the Subcommittee to consider this issue as you work on the National Highway System legislation.

We appreciate your allowing us to be with you today. We would be happy to answer any questions you may have.

The Honorable William J. Coyne
Testimony for The
House Public Works and Transportation
Subcommittee on Surface Transportation
Hearing on the Proposed
National Highway System Legislation and
Issues Related to Highway and Transit Programs
March 8, 1994

Chairman Rahall, Members of the Subcommittee, thank you for this opportunity to appear before this distinguished panel which is working to build on the success of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This Subcommittee's consideration of National Highway System legislation offers an opportunity to review ISTEA and consider modifications necessary to address the Nation's changing priorities for highway and transit programs.

I want to commend Chairman Rahall and the Members of this Subcommittee for undertaking the necessary and important work of reviewing ISTEA. I also appreciate the invitation made by Chairman Rahall last October for Members of the House to inform the Subcommittee of the priority transportation needs of various parts of our country.

In response to Chairman Rahall's statement of last October, The Port Authority of Allegheny County requested that I transmit their formal request for new authorization language for three local projects which have been given the highest local priority. The first project provides for the continuation of the previously authorized Busway System Expansion Program which includes the Airport Busway project linking downtown Pittsburgh with the new Pittsburgh International Airport. The second project provides for continued work on the Stage II South Hills Rail Reconstruction Project. The third project provides for preliminary engineering work on the Spine Line project which would extend the existing Stage I Light Rail Transit Line to serve the most populated and highly urbanized section of the City of Pittsburgh and Allegheny County.

I want to state for the record that I strongly support these projects. Authorization of these mass transit projects is an essential part of Allegheny County's plans for constructing an intermodal transportation system that will promote continued economic expansion and job creation in Allegheny County, the City of Pittsburgh and western Pennsylvania.

It is my pleasure to introduce today William W. Millar, Executive Director of the Port Authority of Allegheny County, who will speak in detail about these projects. I know that Bill Millar will be able to make clear to the Committee both the importance and merit of these projects.

Again, thank you for this opportunity to appear before this panel.

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- Statement of Tom Decker -
Manager, Federal Government Relations
Port of Portland

Before the Subcommittee on Surface Transportation
Committee on Public Works and Transportation
March 18, 1994

Mr. Chairman and Members of the Subcommittee:

I am pleased to be testifying before this subcommittee today on the National Highway System (NHS) legislation on behalf of the Port of Portland. The Port's diverse operating areas include five marine terminals, Portland International Airport (PDX), three general aviation airports, the Portland Ship Yard (PSY), a dredging operation, and approximately 9,000 acres of commercial/industrial property. Together, these make up a public transportation and development authority operating in an environment of tough international competition.

The Port of Portland's primary mission is to provide competitive cargo and passenger access to regional, national, and international markets. A related mission is to foster growth and stability in industrial and commercial enterprise in the region.

My statement covers the following points:

1. The importance of enhancing goods movement.

2. Broad benefits of investments in freight movement.

3. Summary of Columbia Slough Intermodal Expansion Bridge.

4. Summary of Columbia Boulevard Terminal Access Improvements.

In our submission to the subcommittee, the Port is proposing a combination of transportation improvements aimed at enhancing freight access and goods movement. Let me begin by

expressing to your subcommittee again our appreciation for your work on the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Through your efforts, the nation's vision of transportation has been expanded to include the improved movement of goods and freight. Your action already has helped enhance U.S. global competitiveness. Yet, for many ports around the country, the weakest link in the logistics chain is literally their back door. This is the point at which congested roads and inadequate rail linkages connect to marine terminals. The result, in too many cases, is delay and increased transportation costs.

Today, half of the country's ports already face growing congestion on the access points serving their terminals. Meanwhile, total port commerce is expected to triple in the next three decades. Complicating this challenge is the fact that authority to make the needed transportation improvements often resides with local, state, and federal agencies rather than the ports themselves.

Unfortunately, this sets up a policy test for many local governments. Will they respond to the need to invest in local transportation projects that sometimes are of national significance because they serve interstate and international commerce? Or, with often limited resources, will they respond only to pressures coming from local groups with more localized interests?

GREATER CONCERN NEEDED FOR GOODS MOVEMENT

Our suggestion is this: Congress should play a leading role in continuing to enlarge our vision of transportation improvements to enhance the movement of goods. This larger vision should include eliminating bottlenecks, assuring future capacity, and identifying future opportunities for improvements to enhance U.S. competitiveness.

FREIGHT MOBILITY INVESTMENTS: BENEFIT TO MANY REGIONS

Our jobs, our quality of life, and our competitive position in the world depend on how well we look after and plan for the smooth movement of goods and freight into and out of this nation. Recent innovations--just-in-time manufacturing and delivery--now make timely movement of goods even more critical. ISTEA is a good start. Still needed are greater mandates for reliability and timeliness in goods movement. If we do not provide transportation efficiencies, our nation's productivity will suffer. Congress should continue to play a leadership role in setting priorities for key transportation investments.

Moving freight quickly and economically is at the heart of the proposals submitted to you by the Port of Portland. Today, the Port of Portland and our fellow ports on the Columbia River serve as an export gateway for the entire nation. Goods originating from the East Coast, the Midwest, states along our border with Canada, and the Pacific Northwest move across our docks. This emphasis on exports means we are a positive contributor to our nation's balance of trade. Strategic investments to help move freight economically and quickly will help our customers around the nation as they strive to remain competitive in a global marketplace.

The Port of Portland has proposed a combination of intermodal and highway projects aimed at improving freight access to Port intermodal facilities. The goals are to alleviate existing bottlenecks and improve transportation capacity for the future. At the center of these projects are the Port's Rivergate terminals and Columbia Boulevard, a main Portland thoroughfare for goods movement. Details on these projects were included in our response to the subcommittee's 18 questions earlier this year.

COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE

This request seeks $12.1 million for freight access and rail improvements as part of a $27.7 million program. Funding for the non-Federal portion of this project will come from the Port of Portland and participating railroads. Construction is scheduled to begin early in 1996, with completion expected by the end of 1997. This request builds on a $2.1 million authorization for the Columbia Slough Bridge contained in the 1991 ISTEA bill.

Objectives of these improvements are as follows:

1. Provide improved freight access and capacity for customers at Rivergate marine terminals.

2. Provide more efficient freight movement to reduce reliance on trucking for goods movement. Decrease the percentage of truck traffic at the marine terminals to provide air quality benefits for the region.

3. Provide northern rail access on the main line to eliminate congestion during switching now required on main line tracks. It is important to note this line serves as the main north-south rail line serving the West Coast of the U.S. It also is the region's high-speed rail corridor.

Three specific transportation improvements are included in the project. The first is an addition to the project authorized in 1991. All three projects are on public property and would be retained by the Port.

1. Slough Bridge Rail Project: This is the main rail project to support Rivergate development. The key to linking north and south segments of Rivergate, this bridge

and related track expansion would improve rail movement throughout Rivergate and reduce reliance on trucks. Estimated cost is $4.1 million in additional funds.

2. Terminal 6 Intermodal Yard: This development provides the addition of three new tracks and related loading facilities at the Port's international intermodal container yard. Preliminary design provides future addition of seven more tracks to respond to market demand. This project also will help reduce reliance on trucks for goods movement, yielding improvements for air quality. Estimated cost is $4 million.

3. North Leg Marine Drive Wye: Adding this improved access to Rivergate would eliminate major bottlenecks on the main rail line through the region. This enhancement provides direct northern access into Rivergate in place of the current cumbersome system involving switching railcars on the main line. In addition, this project would expand the main line for more efficient use by other freight and passenger service. This is a direct benefit for a high-speed rail corridor. Estimated cost is $4 million.

COLUMBIA BOULEVARD TERMINAL ACCESS IMPROVEMENTS

Columbia Boulevard, the main arterial south of Portland International Airport, already is congested, making freight movement and access inefficient. Improvements on Columbia Boulevard are a top priority for the Port and its customers because it provides access to the airport as well as the marine terminals.

1. South Rivergate Intersection Improvements: This project would realign and improve the operation of the intersection at Lombard Street and Columbia Boulevard. The result would be preference to truck traffic moving eastbound on Columbia over traffic using Lombard through the adjacent St. Johns neighborhood. In addition to alleviating

congestion and improving safety, this plan would help diminish traffic infiltration into adjacent neighborhoods.

2. Signal Intertie on Columbia Boulevard: This project would provide a signal intertie on Columbia Boulevard from I-5 to the south entrance of the Rivergate Industrial Park. The result would be adjusted and coordinated signal timing on Columbia Boulevard to accommodate and give preference to truck movements along Columbia. This project has the same goals as the related project listed above.

CONCLUSION

Let me thank you again for your subcommittee's support for an improved transportation system that recognizes the importance of connections between modes. You have already provided real leadership in enhancing our ability to move goods and to compete in world markets.

That completes my statement, Mr. Chairman.

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TESTIMONY

BEFORE

THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

OF

THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

U.S. HOUSE OF REPRESENTATIVES

By

Garth F. Dull
Director, Nevada Department of Transportation

I-15 / SPRING MOUNTAIN INTERCHANGE
LAS VEGAS, NEVADA

MARCH 8, 1994

TESTIMONY
FOR
THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
OF
THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES

I-15 / SPRING MOUNTAIN INTERCHANGE
LAS VEGAS, NEVADA

BACKGROUND

The I-15 / SPRING MOUNTAIN INTERCHANGE project is the most significant component of a staged effort to relieve congestion experienced in the I-15/Resort Corridor through Las Vegas. This project is critical to relieving severe congestion at this and adjacent specific interchanges along I-15 as well as associated surface streets. In the vicinity of the SPRING MOUNTAIN INTERCHANGE, traffic volumes on I-15 exceed 125,000 vehicles per day. The crossing arterials north and south of Spring Mountain exceed 60,000 vehicles per day while Spring Mountain serves about 35,000 vehicles per day, with over 30,000 vehicles per day exiting and entering I-15 at the SPRING MOUNTAIN INTERCHANGE (see attached map for traffic volumes).

The very poor levels of service on I-15, at the Union Pacific railroad crossing and at Desert Inn Road, along with the associated interchanges of traffic, make this project part of a multi-dimensional objective to relieve the recognized congestion in the Las Vegas I-15/resort corridor area. The objective of the current project phases (see Packages 3 and 4 below) is to move toward total implementation of the complete project.

Until the entire Spring Mountain project is completed, none of the economic,

energy, environmental, congestion, or safety benefits identified in the evaluation and feasibility determination will be realized. The project allows for increased vehicle operating benefits and can play a significant role in improving air quality with decreased levels of current congestion. Identified benefits include 12,000 daily hours of less delay and directly associated costs for time spent unnecessarily in the traffic congestion. The Las Vegas metropolitan area is an identified non-attainment, air-quality basin, and the I-15 / SPRING MOUNTAIN INTERCHANGE project is included in the adopted Regional Transportation Plan to achieve air quality conformity in the basin. Delays in final completion of the total project consequently will directly impact attainment efforts.

The project is well underway and all environmental and social impacts have been identified with all appropriate alternative and ameliorating strategies planned, implemented, or completed. The I-15 / SPRING MOUNTAIN INTERCHANGE project, despite its large scope (in relation to available funding), has received the highest local priority. State and local governments, along with the private sector, have sought funding from every eligible, available category since identification as a critical need in 1987. All funding sources have been sought on a timely basis in order to ensure a timely, logical, feasible implementation.

The Clark County metropolitan area is the subject of a complex area-wide and corridor specific transportation planning process conducted by the designated MPO the Regional Transportation Commission (RTC). The RTC evaluation has found no other project in the planning area which holds as much potential benefit for the dollar spent. State and local officials continue to pursue park and ride strategies, major improvements at nearby interchanges, and the continuation of the Southern Beltway as part of the transportation strategy for the region. In addition, studies have been undertaken of a Northern and Western Beltway, Maglev people mover, and other pedestrian improvements in and around the I-15/resort corridor are continuing. The transportation planning process has also identified opportunities to utilize Congestion Mitigation air Quality funds from ISTEA to improve the traffic signal system in the area.

PROJECT DESCRIPTION

The I-15 / SPRING MOUNTAIN INTERCHANGE project dates to decisions made in the mid-1980's when traffic congestion resulting from the development in the I-15/resort corridor reached unacceptable levels. The project was conceived as a multi-year effort that would be staged so as to reduce the adverse impact of construction on traffic. Preliminary engineering was begun in 1988 along with right of way accumulation. The first construction contracts were let in 1991 (see Package 1 below) and additional contracts, let in 1993, are ongoing.

A description of the staging of the project follows.

1. Construction Package 1:

   Design and reconstruction of SPRING MOUNTAIN INTERCHANGE. Widen I-15 over Spring Mountain, widen Spring Mountain under I-15, new bridge structure, new loop ramp, northbound on-ramp, various utility adjustments and connector road modifications. Low bid at $15.5 million. Construction started in September, 1991 and completed in early 1993.

2. Construction Package 2:

   Design and construction of the Desert Inn Super Arterial on Desert Inn Road between Industrial Road on the east and Aldebaran Drive on the west. This contract ($24 million) has been awarded and construction has begun.

3. Construction Package 3:

   Design for demolition and removal of the old Flamingo Bridge over I-15. Design and construction of three bridges over existing Industrial Road, widening of existing bridges over UPRR, and Industrial Road. Design and construction of

portions of the northbound off-ramp to Spring Mountain and the retaining walls required for these ramps. All of the work in this package is within existing right-of-way of Centel property which is soon to be available, has a construction estimate of $13.7 million and can be ready for advertisement on an expedited schedule this summer. Plans are being readied for a project which may go to bid as early as this summer and as late as FY 96, depending on available revenues.

4. Construction Package 4:

Design and construction of the Spring Mountain Road viaduct over Industrial Road, over the UPRR and under I-15. This package also includes the westbound Spring Mountain to northbound I-15 on-ramp, the completion of the off-ramp and connector roads and the I-15 southbound off-ramp to Flamingo Road. This package is planned to be the last construction package. The construction estimate is $34 million and the project will be ready to advertise for bids within the Spring 1994 to Fall 1996 time frame, again predicated on available funding sources.

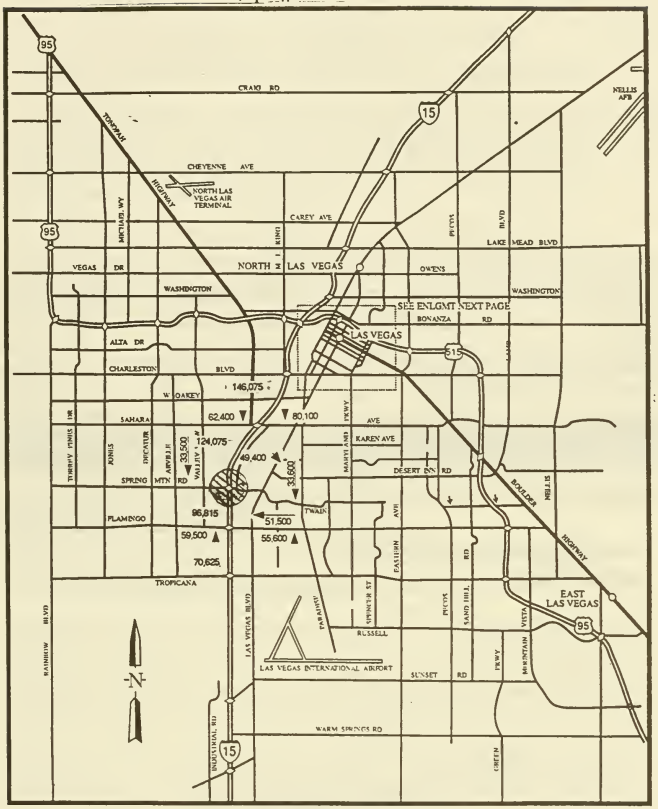
FUNDING NEEDS

This project is eligible for Federal-aid funding and the State has already committed $85 million for earlier stages ($56.5 million federal and $28.6 million state); however, there are insufficient apportionments in the eligible categories to fund this project. Nevada is apportioned $25 million in NHS funds and $23 million in STP funds statewide. The proposed schedule requires $13.7 million in 1994 and $33.7 million in 1995 for final construction of this ongoing project. If the schedule is to be maintained, $13 million in federal funds is needed in FY 1994 and $32 million in federal funds will be needed in FY 1995 (see Table for funding summary).

Our preference is to finance this project through the Federal Highway Trust Fund. However, as an alternative, we would support the use of general fund revenues. Use of general fund revenues can be justified because ISTEA does not adequately provide for states like Nevada with extensive federal lands (86%) and rapid growth.

TRAFFIC VOLUME COUNTS

I-15/Spring Mountain Road



LAS VEGAS AREA

Phase	Date	Status	Funding	Federal	State	Other	Total
Preliminary Engineering	1988-1993	Completed	Numerous	7,800,000	300,000	0	8,100,000
Right of Way	1988-1993	Completed	Numerous	22,600,000	2,800,000	0	25,400,000
Right of Way	1994	Scheduled	STP	8,500,000	500,000	0	9,000,000
Construction	1991-1993	Completed	Numerous	17,600,000	900,000	0	18,500,000
Construction	1993	Ongoing	Bonds	0	0	24,100,000	24,100,000
Construction	1994	Scheduled	To be determined	13,000,000	700,000	0	13,700,000[1]
Construction	1995	Scheduled	To be determined	32,000,000	1,700,000	0	33,700,000
			TOTAL	101,500,000	6,900,000	24,100,000	132,500,000

[1] Requested for demonstration funding in F.Y. 1995.

Note: An environmental assessment is complete and there is an approved FONSI.

FUNDING SUMMARY
I-15/Spring Mountain Road

Record

STATEMENT OF CONGRESSMAN LANE EVANS

HOUSE COMMITTEE ON PUBLIC WORKS & TRANSPORTATION

Mr. Chairman, I appreciate the opportunity to testify before your subcommittee and recommend highway projects to be included in the National Highway System. I was pleased to learn that this subcommittee is working so quickly to draft a comprehensive measure which will include non-interstate roads that merit the investment of Federal resources.

Mr. Chairman you may be pleased to know that the projects I am recommending for funding are included in Secretary Pena's proposed National Highway System as well the Illinois Department of Transportation's proposal submitted to the Federal Highway Administration. Improvements to these arterial highways are essential to interstate travel, commerce and public safety and will provide an economic stimulus for Illinois.

As the subcommittee previously requested, I submitted information on these projects in January, 1994. I will briefly summarize the projects for which I am requesting the subcommittee's consideration for funding.

1. U.S 67 ROSEVILLE BYPASS: I am requesting $18 million in federal funding to provide a 4.5 mile four-lane westerly bypass around Roseville, a diamond interchange at Illinois Route 116, and to upgrade Illinois 116 from the proposed bypass at Roseville to current 3R standards.

The State of Illinois is currently upgrading US 67 between Monmouth and Macomb to a four-lane facility. The Roseville segment which is the only unfunded section, will complete this important upgrading of the road.

Completion of the four-lane project will also provide Western Illinois University (WIU) with a quality expressway. WIU is currently the only State University in Illinois not served by a four-lane highway. The project will ensure the safe movement of students to the Macomb campus from surrounding communities and the Chicago area. It would also provide WIU with a safer, more efficient access to its Quad Cities campus in Moline.

US 67 is an important north/south corridor that the State considers a priority for improvements. The complete four-lane development of the highway will enhance the opportunities for future economic growth in the area.

The project has a broad range of support that includes WIU, Macomb Area Industrial Development Corporation (MAIDCO), local chambers of commerce, City of Roseville and the Highway 67 Committee. In fact, Mr. Chairman, I would like to submit for your review petitions of support for the bypass from the Village of Roseville.

It is critical that $18 million in demonstration funding be provided if this project is to move ahead as a four-lane bypass.

2. U.S. 34 FOUR LANE CONSTRUCTION: I am requesting $26 million to continue four-lane construction of US 34 from Monmouth to Burlington. Funding will be used to provide four lanes on US 34 from Carmen Road to Illinois 164 with partial access control and an interchange at Illinois 164.

Funding will allow the State to achieve half its goal to four lane US 34 between Burlington and Monmouth. The 28 miles between the two communities is presently a two lane facility. Upon completion the highway will become a major connection in linking communities in Western Illinois and Eastern Iowa to the Interstate system.

Along with its designation as part of the National Highway System, US 34 is also part of the Strategic Highway Corridor Network (STRAHNET) as identified by the Department of Defense.

The project has such strong support from regional officials and citizens that a Highway 34 Coalition has been formed to actively work for the four-laning of US 34.

The highway improvement will provide a safe, more efficient facility for heavy trucks, that currently utilize the highway and spur economic growth in Illinois and Iowa.

3. ILLINOIS 336 QUINCY-MACOMB HIGHWAY: I am requesting $23 million to extend the Illinois 336 expressway north of Quincy. Funding will pave 14.8 miles of Illinois 336 from Illinois 61 to West Point Road, and a new interchange at Illinois 61. The project is part of the State's long range plan to complete four lane construction from Quincy to Macomb.

The project is considered vital to local transportation officials and business leaders in order to attract business and spur economic growth to the Western Illinois area.

The project has strong local support form the Quincy Highway Committee, Great River Economic Development Foundation, Western Illinois University, and area citizens.

4. CENTENNIAL BRIDGE: I am requesting $23 million for improvements to the Centennial Bridge which is the Mississippi River crossing for U.S. Route 67, a proposed segment of the National Highway System. I am also requesting a change in the technical language that would allow the City of Rock Island to extend the toll authority of the bridge. The Centennial Bridge is a major transportation facility which joins the central business districts of Rock Island, Illinois and Davenport, Iowa. The bridge, completed in 1940, is currently operated and maintained by the Centennial Bridge Commission.

The scope of the improvement project consists of upgrading load capacity to current (HS 20) standards.

Funding from the States of Illinois and Iowa has been hindered by the fact that the bridge is operated as a toll facility. Because the City of Rock Island took the initiative 50 years ago to construct the first four lane bridge crossing the Mississippi River between Illinois and Iowa, the City is unfairly expected to pay for all major improvements to the bridge without state or federal support.

Funding the proposed improvements along with extension of the toll authority will enable the City to turn the bridge over to either the State of Illinois or the State of Iowa for future maintenance and end the toll system.

5. METROLINK MASS TRANSIT CENTER: I am requesting $8.5 million for the construction of a Ground Transportation Center in downtown Moline, Illinois. Previously, Metro Link has received some funding from the State of Illinois to initiate construction of the Center. This Ground Transportation Center will provide several transportation services including a transit system information center, an advance purchase ticket outlet, as well as interfacing with over-the-road motorcoaches, local transit coaches, and future intercity trains.

Currently, downtown Moline is being redeveloped with entertainment, specialty retail, and service businesses that complement established financial and government institutions. A recent economic feasibility and transit system operations study has shown that the Ground Transportation Center will be an integral part of the rejuvenation of downtown Moline.

6. HANNIBAL BRIDGE: I would also like to urge the subcommittee's consideration of a project submitted by my colleague Harold Volkmer of Missouri. The Hannibal Bridge crosses at Pike County, Illinois to Hannibal, Missouri is over 60 years old and is in desperate need of replacement. The bridge experienced further damage during the Great Flood of '93. The bridge was closed for more than twelve weeks during the flooding, and motorists were forced to drive more than 100 miles in either direction just to cross the Mississippi River.

The area in which the bridge is located is a vital link to residents who often must drive ling distances to perform everyday tasks. Furthermore, because these areas are heavily dependent on agriculture, the Hannibal Bridge is crucial to the transportation of farm products, equipment, and supplies.

Once again, Mr. Chairman I thank you for this opportunity to testify before your subcommittee. I look forward to working with you in making improvements to these roads which are essential to interstate travel, commerce and economic development, and public safety for the entire State of Illinois.

SAM FARR
17TH DISTRICT, CALIFORNIA

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THE HONORABLE SAM FARR

TESTIMONY
TO
THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
OF
THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

March 8, 1994

Mr. Chairman and Members of the Subcommittee, I would like to thank you for the opportunity to testify before your committee today. I want to bring to your attention two extremely important transit projects in my district, the Fixed Guideway/Rail Project for the Santa Cruz County Regional Transportation Commission and the consolidation of bus facilities in conjunction with earthquake rebuilding for the Santa Cruz Metropolitan Transit District. I also want to say that I applaud your efforts thus far to reexamine the Intermodal Surface Transportation and Efficiency Act and the thorough nature in which you have undertaken the task of establishing a National Highway System as well as authorizing some much-needed highway and transit projects. The project criteria that was required for every submittal is an excellent way to ensure that the proposals are well-prepared and of the highest quality.

For the first of these projects, the Santa Cruz Fixed Guideway/Rail Project, I am requesting $4.75 million in Federal Transit Administration Section 3 new start funds for

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environmental analysis and preliminary engineering. The project would affect the most heavily travelled and most congested corridor in the Monterey Bay region and incorporates the urban/suburban areas of the coastal terrace from the University of California, Santa Cruz campus, to the City of Watsonville and Watsonville Junction along Highway 1, to Southern Pacific Railroad routes and connection to other rail in California and Monterey County at Watsonville Junction, including Fort Ord in Monterey County. The primary generators of traffic in this corridor are the University of California-Santa Cruz, Cabrillo Community College, three coastal city center commercial areas, a regional commercial center, three major industrial areas, and the most popular Pacific Ocean beaches in Northern California, including access to the Monterey Bay National Marine Sanctuary.

While Santa Cruz County is the second smallest county in California at a population of 236,000, its population density is ninth in the State and the population is expected to grow to 300,000 in the next 20 years. The principal components of the economy are education, tourism, the computer industry, and agriculture. Tourism alone has the potential to increase the local population and traffic by 40 percent. There is considerable support for a project of this kind in Santa Cruz County, demonstrated by the fact that there has been a half-cent local sales tax for bus transit in effect since 1979. Also, the area general plans have policies to increase density along transit corridors in order to reduce urban sprawl and encourage multi-modal transportation.

Some transportation characteristics of the corridor include the presence of over 100,000 automobiles per day on Highway 1, which has an accident rate that is 10 times

higher than the state average. Also, as a result of environmental mandates such as air quality conformity, there is little prospect for major highway widening in the corridor. The existing county-wide bus transit system presently provides service to 26,000 riders per day, but in general it cannot compete with the automobile because buses cannot provide the necessary frequency of service.

The basis for the Santa Cruz Fixed Guideway/Rail Project is an existing Southern Pacific Railroad branch line which runs approximately 30 miles from Watsonville Junction in Monterey County, northwest along Monterey Bay to Santa Cruz and Davenport. Another existing line connects with the Southern Pacific line at the Santa Cruz Beach Boardwalk and travels north through Santa Cruz to Felton. The existing Southern Pacific line connects virtually all of the areas which are primary generators of traffic. The only exception to using existing rail lines would be the need for a new rail connection for the University of California, Santa Cruz. Studies have shown that the future travel times on this rail corridor would be able to compete with that of the automobile and provide a true transit alternative to residents. The use of these existing lines makes the project feasible for a small county such as Santa Cruz and fits perfectly with the unique character of Santa Cruz County, providing a long-term investment in a multi-modal transportation system for the region.

Let me now turn to a second transportation project in my district. As you all know, the Loma Prieta earthquake of 1989 had a devastating effect on Santa Cruz County. Approximately 50 percent of all businesses in Santa Cruz and Watsonville were damaged beyond repair, wiping out a large portion of the economic base of the county.

Nearly 4,000 jobs were lost overnight and rebuilding efforts have been slow.

The earthquake had an equally devastating effect on the transportation systems of the area. The Santa Cruz Metropolitan Transit District lost its major maintenance and operations facility in Watsonville and the north county fueling facility at its Santa Cruz operating base was destroyed. The remaining functions at the fueling facility must be relocated away from their current location in the flood plain of the San Lorenzo River. As a result, the City has been forced to lease inadequate facilities at seven different sites. These sites are spread all around the county and their distance has had an adverse impact on the Transit District's operating budget.

In response to this, the Transit District has decided to consolidate its earthquake damaged facilities with other leased and owned facilities. The total cost of this consolidation will be about $20 million. The Transit District is requesting an earmark of $4.12 million in Federal Transit Administration Section 3 funds and will provide a $1 million match in local funding to complete the project. The remaining $15 million would be supported by Federal Emergency Management Agency as a part of the Transit District's Loma Prieta earthquake reconstruction effort.

The Santa Cruz Metropolitan Transit District is a publicly owned and operated provider of bus transit services throughout Santa Cruz County. As I mentioned earlier, it carries 26,000 riders per day. Its services range from local transit buses serving four cities and unincorporated areas in Santa Cruz County, to commuter express services between Santa Cruz and Santa Clara Counties.

Federal assistance for this consolidation is necessary for reasons related to the

earthquake. Currently, 50 percent of the Transit District's budget is funded by sales taxes. Since two major commercial centers in Santa Cruz County were destroyed by the earthquake, naturally that income has been lower than would be expected. In addition, 25 percent of the Transit District's budget comes from California Transit Development Act funds, which is a locally-generated sales tax. This has also been adversely impacted. As a result of these revenue losses, the Transit District reduced its services in 1991 by 30 percent. The agency foresees additional reductions in FY 1994-1995 because of a continued recession in California which is compounded by the fact that most damaged businesses have not yet been rebuilt.

The consolidation of the Transit District's facilities into one or more central facilities in a timely fashion will assist in restoring services to their prior level of operation, improve the cost effectiveness of transit services in the area and streamline its operations. Also, the Transit District will be able to make progress toward achieving Federal and State goals for air quality, assist in the compliance with the Americans with Disabilities Act and expand its commuter express services to reduce congestion on the highway system in and around Santa Cruz County.

Mr. Chairman, let me take this opportunity to thank you for your consideration of these two projects which are of vital interest to my district and allowing me to testify before your committee on their behalf. I look forward to working with you in the future on these and other transportation needs.

Statement of Representative Elizabeth Furse
Public Works and Transportation Subcommittee
on Surface Transportation

March 8, 1994

Mr. Chairman, thank you for giving me the opportunity to testify before your subcommittee today. Authorization of the National Highway System is one of the most important transportation infrastructure investments our country will make in the 1990's, and it will have a very significant impact on my home state of Oregon. I want to take a moment to thank Congressman DeFazio for the attention he has given this issue on the Committee. He has been a constant source of encouragement and good counsel to this new member of Congress, and I wanted to pay him a special thanks. Today, I would like to focus on one particular project that I have brought to the attention of your subcommittee, the Hillsboro Extension.

As you may know, Mr. Chairman, the Portland-Vancouver region had a head start on the rest of the country when they made the decision twenty years ago to develop a balanced approach to transportation by putting all transit and road projects on equal footing for funding. Comprehensive planning was enacted in Oregon in the early 1970's and other states soon followed. These laws require jurisdictions to develop comprehensive plans that examine land use designations, patterns, and policies and decide what infrastructure investment is most appropriate. For the last twenty years, we have worked in Oregon to operate by consensus in pursuit of this balanced approach to transportation policy.

In ISTEA, this subcommittee and Congress authorized a full funding grant agreement for the Westside Light Rail Project in my district in Oregon. ISTEA also authorized the preliminary engineering and draft environmental impact statement for the Hillsboro Extension, which is expected to be completed next month. The region has begun negotiations with the Federal Transit Administration for a Full Funding Grant Agreement to add the Hillsboro Extension to the Westside project.

Why is the Hillsboro Extension so important? Because the project, working in concert with Oregon's land use laws, will increase mobile capacity while reducing traffic congestion. Washington County, where the Westside project terminates, is the fastest growing county in Oregon. Current road networks in my district are inadequate to handle current and projected traffic. The West Hills of Portland and the Columbia and Willamette Rivers are immutable obstacles to future road expansion. By providing high quality transit service, we will be able to reduce the level of auto traffic passing through neighborhoods and promote efficient use of land use development patterns throughout the entire region.

Does the Hillsboro Extension have popular support? In 1990, voters in Multnomah, Washington, and Clackamas County went to the polls and passed by 74% a general obligation bond measure to provide the local match for the Westside Light Rail as a project stretching from Downtown Portland to Downtown Hillsboro. Even in

a year when the political tide was vehemently opposed to taxes, and a state-wide property tax limitation was passed on the same ballot, voter support for light rail in the tri-county area was so prevalent that almost three out of every four citizens decided to put their money in the Hillsboro Extension. This is the type of broad-based support my district has for this important project. It is critical to citizens in my district to avoid any break in construction and open the Hillsboro Extension for passenger service by September 1998.

In sum, I have requested the Public Works Committee and this subcommittee help with this project in two main areas. First, an additional $75 million in Section 3 authority is needed to construct the Hillsboro Extension and ensure the entire Westside Project stay on track. Construction on the Westside project has begun, and is expected to be completed by September of 1997. On behalf of the region, I have also submitted a request to help de. . with the cost of acquiring low-floor cars (as authorized by ISTEA) and making modifications to the current system. Secondly, I would also urge you to support the South/North language which Congresswoman Unsoeld testified about earlier today. Improving transportation linkages between labor markets and rapidly growing population centers will benefit the entire region.

Heightened by my state's innovative approach to land use planning, the Westside Light Rail project is key to the future of thousands of citizens in my community. The Hillsboro Extension

means less gridlock in the fastest growing county in Oregon. It means less traffic and more liveablilty in the neighborhoods. It means jobs and, most important, it means our roads will be able to handle our future needs without paving what Oregonians call paradise.

On behalf of my constituents, thank you Chairman Rahall, and all the members of the Surface Transportation Subcommittee for giving me the opportunity to testify today.

TESTIMONY FOR THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

Prepared by: **A.J. Gallardo, Executive Director**
Alameda County Transportation Authority

For presentation on March 8, 1994

Alameda County is one of seventeen counties in California that has a voter approved sales tax program for transportation improvements. The seventeen counties, mostly in the metropolitan regions, receive a combined annual revenue in excess of One Billion Dollars. A list of these Sales Tax Measure Counties and a map showing their locations are attached to this paper.

Alameda County's program, approved by the voters as Measure B in 1986, is administered by the Alameda County Transportation Authority. The Measure B program will receive approximately one billion dollars in its fifteen year life. The allocation of these funds, prescribed in the voter approved measure, is approximately as follows:

State Highway Construction	40%
Bay Area Rapid Transit District (BART) Rail Extensions	17%
Airport access	7.7%
Local Street Construction	1.4%
Local Roads and Streets Maintenance	18.3%
Bus Transit Operations	11.6%
Paratransit Operations	1.5%
Support Services	1.5%
Direct Staff	1.0%

As can be seen, the allocation of Measure B funds is to a variety of Transportation modes and needs. In broad categories, the allocations are approximately as follows:

Highways (including roads and streets)	
Construction	49.1%
Maintenance	18.3%
Transit	
Construction	17.0%
Operations	13.1%

The ten specified capital construction projects are as follows:

I-880, the Nimitz Freeway -
Reconstruct 13 miles from the Santa Clara County Line to Union City and reconstruct two major interchanges serving the Oakland Airport. Design work is essentially completed and construction is underway.

BART -
Provide funds for the Dublin/Pleasanton (DPX) (East county) and Warm Springs (South County) extensions. Work on the DPX is underway.

580/680 Interchange -
Upgrade this geometrically obsolete interchange between two Interstate freeways. This project is under active design.

13/24 Interchange -
Provide missing connections to this interchange between two major urban freeways. The 13/24 Interchange is located near the center of the Oakland Hills fire area and construction will be underway concurrently with the major residential rebuilding work. Design has been completed and construction will start in the fall of 1994.

Airport Roadway -
This project is for construction of a new roadway to the Oakland Airport originating at the I-880/98th Avenue Interchange. Environmental studies will be completed in the spring of 1994.

Route 84 in Livermore -
Construction of a state highway on new alignment in order to remove through traffic from city streets. This route will provide a direct connection between Interstate Routes 580 and 680. Environmental studies are underway.

Route 238 in Hayward -
Construction of a state highway on new alignment to provide a bypass for through traffic. Environmental studies are underway.

Route 238, Mission Boulevard -
Upgrade an existing conventional state highway. Environmental studies are underway.

Route 84 in Fremont and Union City -
Construction of a state highway on new alignment in order to remove through traffic from city streets. This route will provide a direct connection between Interstate Route 880 and State Route 238. Environmental studies are underway.

Marina Boulevard Circulation Improvements in the City of San Leandro - This project provides improved access to an important industrial area. All work has been completed.

My purpose before this Committee is to emphasize the importance of two of the requested Alameda County projects to the Measure B program. Although all project proposals before this Committee are important to the overall County transportation network, the following two proposals will supplement the Authority's locally funded work:

-Access Ramps to City of Dublin, and the West Dublin/Pleasanton BART station at the I-580/I-680 Interchange.

-I-580/84 Interchange in the City of Livermore.

Each of the above project proposals is a portion of other locally funded work. A brief description of each project is presented below:

Access Ramps to the City of Dublin and the West Dublin/Pleasanton BART station.

The proposed access ramps are a part of a major upgrading of the now obsolete interchange between the 580 and 680 Interstate freeways. Local funds in the total amount of $97.6 million for design, right of way and construction have been or will be used for this Direct Connector work. Approximately $26 million has been expended or obligated to date, and the remaining construction cost amounts to $71.9 million. A detailed cost and funding breakdown is attached.

Completion of Interstate Routes 580 and 680 spurred commercial and residential growth in the tri-valley area of both Alameda and Contra Costa Counties. The Cities of Pleasanton, Dublin and Livermore in Alameda County and Danville and San Ramon in Contra Costa County have been impacted by this growth. The jobs created by commercial growth on I-680 in particular have had an impact on commute traffic originating along the I-580 corridor. The Direct Connector Project will address the current most critical needs at this interchange.

This project was selected by the Alameda Countywide Transportation Committee as essential to the County's transportation needs. The proposed work has the support of local cities, the Metropolitan Transportation Commission and the State Department of Transportation. Development work has been coordinated with BART as the Dublin/Pleasanton BART extension passes through the 580/680 Interchange.

The proposed "hook" ramps are part of the Direct Connector Project, and will restore access to the City of Dublin that will be removed by the Direct Connector Project. In addition, the ramps will provide direct service to the proposed West

Dublin/Pleasanton BART station.

The Direct Connector Project is under active design at a contract cost in the amount of $12 million. It is proposed to advance the Direct Connector Project to construction in the 1996 calendar year. However, funds can be expended for right of way or for ramps and connecting city streets during the 1995 calendar year.

Route I-580/84 Interchange.

Measure B funds are earmarked for a new location for State Route 84 to bypass downtown Livermore. However, there are insufficient funds to provide an interchange connecting this new route to Interstate Route 580. As an interim measure, it is proposed to route traffic on existing city streets to existing interchange connections to I-580.

When completed, new Route 84 will provide a shorter route from California's Central Valley to Southern Alameda County and to Santa Clara County. This shorter connection will relieve traffic at the 580/680 Interchange.

A detailed cost and funding breakdown is included below.

Detailed Cost and Funding Breakdown for Measure B Funded Work

I-580/680 Interchange

Construction of "hook" ramps to City of Dublin as part of Direct Connector Project.

Project Costs	($ thousand - current dollars)
Right of way	$7200
Utility Clearance	230
Construction Engineering	5860
Construction	58600
Total	71890

(Note - the above costs are for remaining work. In addition, Local funds amounting to $26 million have already been expended or obligated for design and construction on this project.)

Sources of Funds ($ Thousands - current dollars)

Local (ie. cities)	$5600	(8%)
State Local Partnership	8790	(12%)
Current Federal Request	15000	(21%)
Measure B (County Sales Tax)	42500	(59%)
	71890	

(Note - State Local Partnership funds are available for construction costs only. The participating ratio is estimated at 15%.)

I-580/84 Interchange

Construction of Relocated State Route 84 west of Livermore including a connection to I-580.

Project Costs ($ thousand - current dollars)

Roadway only (not including I-580 Interchange)

Design	2600
Right of Way	5180
Construction Engineering	2600
Construction	20790
Total Roadway	31170
I-580 Interchange	37000
Project Total	68170

Sources of Funds

City of Livermore	8051	(12%)
Measure B (County Sales Tax)	20000	(29%)
State Local Partnership	3119	(5%)
Current Federal Request	37000	(54%)
	68170	

CALIFORNIA COUNTIES WITH TRANSPORTATION SALES TAX PROGRAMS

Alameda County Transportation Authority

Contra Costa Transportation Authority

Council of San Benito County Governments

Fresno County Transportation Authority

Imperial County Local Transportation Authority

Los Angeles County Metropolitan Transportation Authority

Madera County Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

Sacramento Transportation Authority

San Bernardino Associated Governments

San Diego Association of Governments

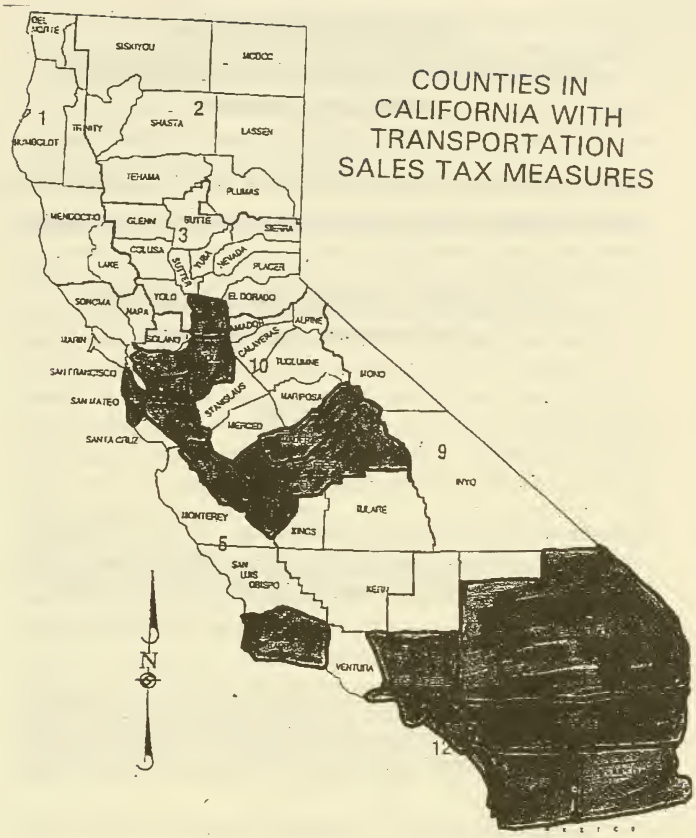
San Francisco County Transportation Authority

San Joaquin Council of Governments

San Mateo County Transportation Authority

Santa Barbara County Association of Governments

Santa Clara County Traffic Authority


COUNTIES IN CALIFORNIA WITH TRANSPORTATION SALES TAX MEASURES
DEL NORTE
SISKIYOU
MODOC
HUMBOLDT
TRINITY
SHASTA
LASSEN
TEHAMA
PLUMAS
MENDOCINO
GLENN
BUTTE
SIERRA
COLUSA
SUTTER
YUBA
NEVADA
PLACER
LAKE
YOLO
EL DORADO
SONOMA
NAPA
AMADOR
ALPINE
MARIN
SOLANO
CALAVERAS
SAN FRANCISCO
TUOLUMNE
MONO
SAN MATEO
STANISLAUS
MARIPOSA
SANTA CRUZ
MERCED
INYO
MONTEREY
TULARE
KINGS
SAN LUIS OBISPO
KERN
VENTURA
1
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12
N

TESTIMONY BY WILLIAM R. GRAY

ROUTE 4 WEST PROJECT, CONTRA COSTA COUNTY, CALIFORNIA

FOR THE CITY OF HERCULES

AND

THE NORTHERN CALIFORNIA COMMUTER RAIL DEMONSTRATION PROJECT

FOR THE GREATER EAST BAY RAIL OPPORTUNITIES COALITION (GEBROC)

TO THE SURFACE TRANSPORTATION SUBCOMMITTEE

OF THE COMMITTEE ON PUBLIC WORKS

MARCH 8, 1994

I appreciate the opportunity to make this presentation today. I am today representing the City of Hercules with respect to the Route 4 West project submitted by Congressman George Miller and the Northern California Commuter Rail Demonstration Project submitted by Congressman Vic Fazio.

ROUTE 4 WEST PROJECT

First of all, as a follow up to the presentation by Bob McCleary, Executive Director of the Contra Costa Transportation Authority, I would like to submit the attached letter from the Contra Costa Council in support of improvements to State Route 4 in Contra Contra Costa

County into the record. Both Congressman Miller and Congressman Baker have identified projects along this important corridor. Both projects address significant safety and capacity issues along the critically important Route 4 corridor. Congressman Miller's State Route 4 West project addresses significant safety and capacity issues at the west end of the corridor, and Congressman Baker's projects will accelerate completion of much needed improvements to State Route 4 in eastern Contra Costa County.

On behalf of the City of Hercules, I would urge your support the Route 4 West project that Congressman Miller submitted to the committee for consideration. A letter from Eduardo G. Manuel, Mayor of the City of Hercules in support of this important project is attached. As indicated in Mr. McCleary's testimony, this project will address significant safety and congestion issues along the western portion of State Route 4 in Contra Costa County. It is important to note that Contra Costa County is a self-help county and, through a voter approved local transportation sales tax, is generating over $1 billion in funds for important local and regional transportation projects. While over $50 million in local funds are pledged for this project, the high cost and complexity of the project requires additional state and/or federal participation. Again, the City of Hercules would very much appreciate your support of this important project.

NORTHERN CALIFORNIA COMMUTER RAIL DEMONSTRATION PROJECT

Lastly, I would like to present a project submitted by Congressman Fazio - the Northern California Commuter Rail Demonstration Project. This exciting project will continue the development of passenger rail service in Northern California. As a result of passage of two bond programs in California in 1990, AMTRAK instituted inter-city rail service along the capital corridor between San Jose and Sacramento. This service parallels Interstate 80, one of the Northern California's most congested freeways and will demonstrate the viability and benefits of commuter rail service in this important corridor.

While the California Department of Transportation (Caltrans) has plans and will be increasing inter-city service along this important corridor, the rapidly growing commuter

markets on the corridor are not being adequately addressed. As you can see by the map attached to my testimony, there are potentially four or five separate and distinct commuter markers in the corridor - Solano County to Oakland/San Francisco, San Jose to Oakland, Auburn/Placerville to Sacramento and Solano County to Sacramento.

The Greater East Bay Rail Opportunities Coalition, a joint powers agency comprised of the Counties of Alameda, Contra Costa and Solano and MTC, have joined together and have been evaluating opportunities for the development of commuter rail projects in this and other corridors. Recently completed studies have shown that there is indeed a market. The Southern Pacific Railroad Company, in cooperation with the Bay Area Rapid Transit District, has run demonstration service on portions of this corridor during our "Beat the Backup Week" for the last two years. Although they were using temporary stations and access to some of the stations was difficult and existing public transit systems were really not geared to providing access, ridership was still surprising strong.

The proposed project is a two-year demonstration of commuter rail service in the corridor between the City of Oakland in Alameda County and the City of Dixon in Solano County, a distance of approximately 80 miles. Two morning trains would operate westward toward job centers in Contra Costa, Alameda and San Francisco Counties. The service would operate in the eastbound direction in the evening, returning workers to residential areas in Contra Costa and Solano Counties. Trains would stop at stations in Fairfield/Vacaville, Suisun/Fairfield, Benicia, Martinez, Crockett/Vallejo, Hercules/Pinole, Richmond, Berkeley, Emeryville and West Oakland.

The project will improve regional access to BART urban rail transit with connecting service at Richmond and West Oakland BART stations. Direct connections would be provided to the Bay Area Rapid Transit District (BARTD) system at Richmond and West Oakland for San Francisco and East Bay points. Local bus transit service will provide connecting service to the commuter service at outlying stations.

Locomotives and cars would be leased for the duration of the initial demonstration project. Station sites would be acquired (through purchase or lease) and GEBROC would work with local agencies to develop functional stations as required. Existing local transit service would be augmented, if necessary, to provide feeder service. The initial demonstration service will operate for two years. The proposal also includes funds for preliminary engineering and strategic planning for the overall improvement of the rail corridor.

The primary objective of this project is to examine the potential market and demonstrate the viability of commuter and upgraded passenger rail services along the Interstate 80/880 corridor between Sacramento and San Jose, California. Along with already planned enhancements to the existing intercity service, a commuter-oriented rail project will provide additional capacity in the corridor, improve safety, reduce congestion and facilitate the movement of goods. The project will demonstrate how an existing, but relatively under-utilized asset (the railroad right-of-way), can be used to reduce congestion along Interstate 80, and demonstrate the effectiveness of commuter and upgraded passenger rail as feeder service to BART creating a seamless regional rail transit connection in the Interstate 80/880 corridor. In addition, the project would demonstrate how improved rail service can be introduced along a route traditionally used only for freight and intercity passenger services.

A critical element of the initial project is funding for preliminary engineering and planning for implementation of full intercity and commuter rail service in the corridor between San Jose, Oakland, Sacramento and the Auburn/Placerville area east of Sacramento. The effort will evaluate and define potential commuter markets, develop cost and patronage estimates and resolve issues associated with the operation of intercity, freight and commuter rail service in the same corridor.

EXHIBITS FOR WILLIAM R. GRAY'S TESTIMONY

ON

THE NORTHERN CALIFORNIA COMMUTER RAIL DEMONSTRATION PROJECT

FOR THE GREATER EAST BAY RAIL OPPORTUNITY COALITION (GEBROC)

BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE

OF THE COMMITTEE ON PUBLIC WORKS

ON

MARCH 8, 1994

Greater East Bay Rail Opportunities Coalition
G.E.B.R.O.C.

Member Agencies

Alameda County

Alameda County Congestion Management Agency

Contra Costa County

Contra Costa Transportation Authority

Solano County

Solano Transportation Authority

Metropolitan Transportation Commission

Ex Officio

AC Transit

Amtrak

Bay Area Rapid Transit District

Caltrans, District 4

SUMMARY

NORTHERN CALIFORNIA COMMUTER RAIL DEMONSTRATION PROJECT

IN THE COUNTIES OF SANTA CLARA, ALAMEDA, CONTRA COSTA, SOLANO, YOLO, SACRAMENTO AND PLACER

This is a multiple phase project to upgrade passenger rail service along the Capitol Corridor between San Jose and Sacramento, California. The initial phase of the project, to be implemented by the Greater East Bay Rail Opportunities Coalition (GEBROC), proposes a two-year demonstration of commuter service between Dixon, in Solano County, and Oakland, in Alameda County, the most congested segment of the corridor. Preliminary engineering and planning for commuter service in other segments of the corridor would be completed with the initial phase. GEBROC, a Joint Exercise of Powers Authority, includes representatives from the counties of Alameda, Contra Costa and Solano and Congestion Management Agencies from these same three counties.

The proposed project will complement ongoing efforts by Caltrans to improve and upgrade existing intercity rail service in the heavily congested Interstate 80/880 corridor between San Jose and Sacramento through the development of Commuter Rail Service in the same corridor. Subsequent projects would expand service in the Oakland to San Jose segment of the corridor and, ultimately, to other segments of the corridor.

The demonstration project would operate two workday commuter trains in each direction between Dixon and a terminal station near the West Oakland BART station in Oakland and/or Jack London Square. The project could be implemented within 18 to 24 months after funds become available. Locomotives and cars would be leased for the duration of the initial demonstration service. Stops will be provided in Fairfield/Vacaville, Suisun/Fairfield, Benicia, Martinez, Crockett/ Vallejo, Hercules/Pinole, Richmond, Berkeley, Emeryville and West Oakland. Access to BART would be provided at Richmond and West Oakland. Local bus transit would provide service to outlying stations.

(more)

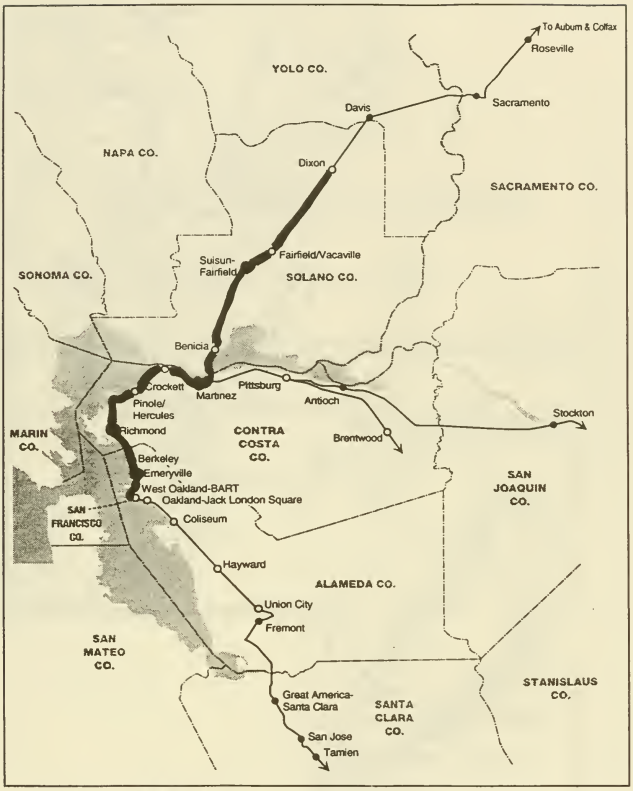
Managing Agency: Contra Costa County Fax # (510) 646-1309 Phone # (510) 646-2131
651 Pine Street, 4th Floor-North Wing, Martinez, CA 94553

Summary
N. California Commuter Rail
Demonstration Project
Page 2 of 2

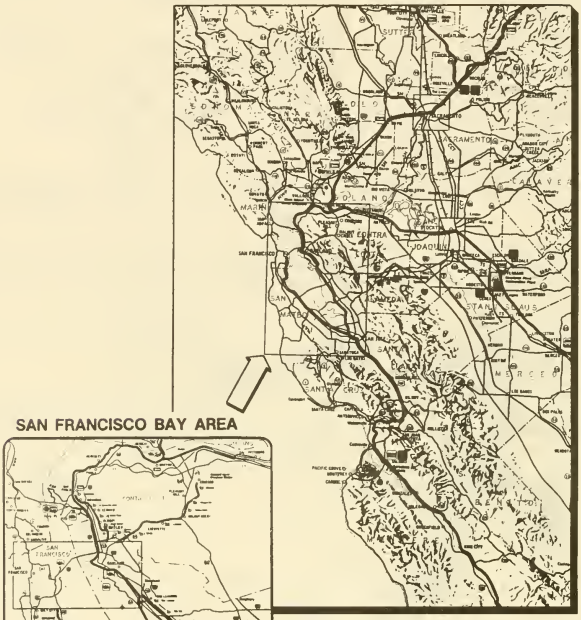
Initial capital and operating assistance required over the two-year life of the proposed Northern California Commuter Rail Demonstration Project is estimated to be $9.9 million. An additional $3.0 million is requested for preliminary engineering and planning for implementation of full commuter rail service in the corridor. A Special Project Authorization of $12.9 million, along with anticipated fairbox revenues of $1.8 million, would be sufficient to acquire (through lease) necessary equipment, construct temporary stations as required, operate the proposed service for two years and complete preliminary engineering and planning studies for implementation of commuter rail service in other segments of the corridor.

The primary objective of the initial demonstration service is to examine the potential market and demonstrate the viability of commuter rail service in the corridor between Sacramento and San Jose. Along with already planned Caltrans enhancements to the existing intercity service, the commuter-oriented project will provide additional capacity, improve safety, reduce congestion and facilitate the movement of goods. Significantly, the project would demonstrate how an existing, but relatively under-utilized asset (the railroad right-of-way), can be used to reduce congestion in the corridor and demonstrate the effectiveness of commuter rail as feeder service to BART. In addition, the initial project would evaluate how commuter service could be introduced along a route traditionally used only for freight and intercity passenger services.

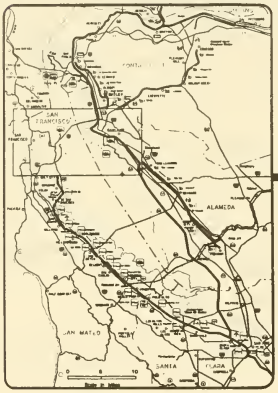
Northern California
Commuter Rail Demonstration Project
Concept Operating Plan



Northern California
Commuter Rail Demonstration Project
Regional Setting & Rail Infrastructure



SAN FRANCISCO BAY AREA



EXHIBITS FOR WILLIAM R. GRAY'S TESTIMONY

ON

THE ROUTE 4 WEST PROJECT

BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE

OF THE COMMITTEE ON PUBLIC WORKS

ON

MARCH 8, 1994

CONTRA COSTA
COUNCIL

2694 Bishop Drive, Suite 121
San Ramon, CA 94583
Phone: (510) 866-6666
Fax: (510) 866-8647

March 4, 1994

President
Palmer Brown Madden
Partner
McCutchen Doyle Brown & Enersen

Immediate Past President
Eric H. Hasseltine
Partner
Hasseltine Best

Vice President
Task Forces
Jim Stokes
President
J. Stokes & Associates

Vice President
Task Forces
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The Bank of California

Vice President Membership & Marketing Services
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Ransome Company

Vice President
Communications
John Meinyk
Director of Marketing
IT Corporation

Executive Director
Diane Longahors

Congressman Nick Rahall
2269 Rayburn House Office Building
Washington, D C. 20515

Dear Congressman Rahall:

The Contra Costa Council, a non-profit organization representing over 400 business and industry members in the County, strongly supports the efforts of Congressman Miller and Congressman Baker to improve State Route 4 in Contra Costa County, California.

Route 4 plays a vital role in the economy of the County as well as the entire San Francisco-Oakland Bay area. The highway links major office, commercial and residential developments in western, central and eastern Contra Costa to the rest of the Bay Area. Route 4 is one of only two east-west links between the urbanized San Francisco Bay Area and California's agriculturally rich Central Valley. The highway provides heavy truck access to the Central Valley and Interstate 5, California's major north-south highway. Several deep water ports along the Sacramento River are accessed via State Route 4. State Route 4, east of Contra Costa County passes through the Delta and the highway provides access from the greater Bay Area to numerous recreational facilities throughout the Delta.

Both Congressman Miller and Congressman Baker have identified projects along this critically important corridor. Congressman Miller's State Route 4 West project addresses significant safety and capacity issues and will widen an existing two-lane highway to full freeway standards and complete a gap in the existing highway system. Congressman Baker's projects will accelerate completion of much needed improvements to State Route 4 in Eastern Contra Costa County and facilitate further extensions of BART into eastern Contra Costa County.

We urge your committee to support these projects.

Very truly yours,

Bud Lake, Executive Director
Contra Costa Council

CITY OF HERCULES
111 CIVIC DRIVE, HERCULES, CA 94547
PHONE: 510 • 799 • 8200

January 24, 1994

Honorable Congressman George Miller
Representative, 7th District
3220 Blume Drive #281
Richmond, CA 94806

RE: **Supporting the Funding for Highway 4 West**

Dear Congressman Miller:

On behalf of the Hercules City Council, we are most appreciative of your effort to pursue funding for Highway 4 West. The hazardous condition of this road has continued for far too long. We have had a very difficult time impressing upon key transportation agencies the need to eliminate the dangerous conditions and to improve a major transportation route linking jobs and business in the Bay Area.

We realize that competition for this funding will be significant, particularly with the overwhelming needs which now exist in Los Angeles. However, we know you will do your best. Just knowing of your support has been of tremendous benefit. We will make every effort to let Hercules residents know of your support and concern.

Sincerely,

Eduardo G. Manuel

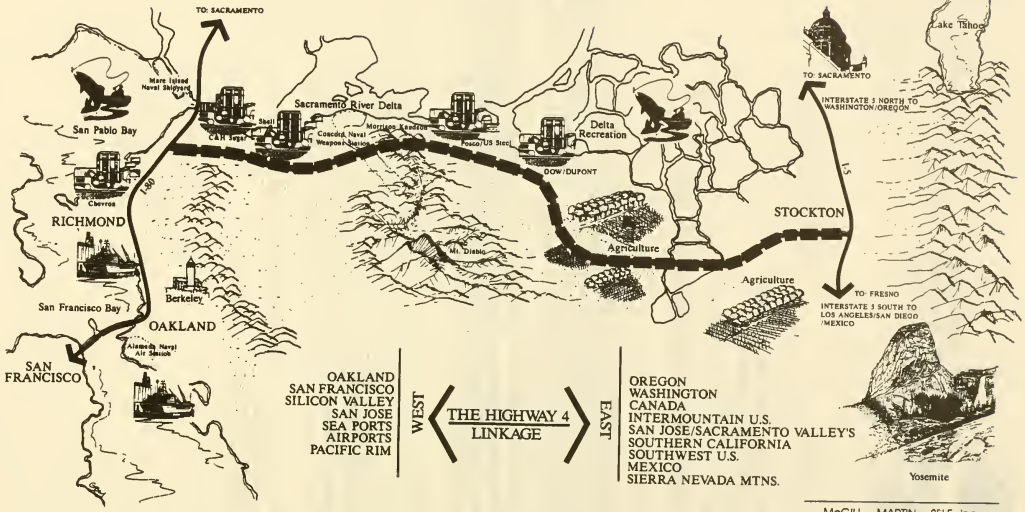
EDUARDO G. MANUEL
Mayor

EGM:lmh
mill:r124.eg

cc: Hercules City Council
Hercules City Manager
William R. Gray, William R. Gray and Company

HIGHWAY 4 CORRIDOR

The Delta Highway



OAKLAND
SAN FRANCISCO
SILICON VALLEY
SAN JOSE
SEA PORTS
AIRPORTS
PACIFIC RIM

WEST

THE HIGHWAY 4 LINKAGE

EAST

OREGON
WASHINGTON
CANADA
INTERMOUNTAIN U.S.
SAN JOSE/SACRAMENTO VALLEY'S
SOUTHERN CALIFORNIA
SOUTHWEST U.S.
MEXICO
SIERRA NEVADA MTNS.

McGILL • MARTIN • SELF, Inc.
Civil Engineering
Land Planning Surveying
89 Davis Road, Suite 200, Orinda, California 94563
Telephone (510) 254-8550
Fax (510) 254-3553

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14TH DISTRICT FLORIDA

330 CANNON BUILDING
WASHINGTON, DC 20515-0913
(202) 225-2538

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Congress of the United States
House of Representatives
Washington, DC 20515-0914

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FT MYERS, FL 33901
(813) 332-4677

3301 TAMIAMI TRAIL EAST
BUILDING F, SUITE 212
NAPLES, FL 33962
(813) 774-8080

PUNTA GORDA
(813) 639-0081

STATEMENT OF PORTER J. GOSS (FL-14)
BEFORE THE SUBCOMMITTEE ON TRANSPORTATION
8 MARCH 1994

MR. CHAIRMAN, THANK YOU FOR THE OPPORTUNITY TO COME BEFORE YOUR SUBCOMMITTEE TODAY TO DISCUSS AN ISSUE THAT IS OF GREAT CONCERN TO RESIDENTS AND VISITORS IN SOUTHWEST FLORIDA. SPECIFICALLY, I AM HERE TO SUPPORT THE ALLOCATION OF $30 MILLION IN FEDERAL FUNDS FOR THE CONSTRUCTION OF A MIDPOINT BRIDGE AND CORRIDOR AS OUTLINED IN THE PROPOSAL SUBMITTED BY THE LEE COUNTY (FLORIDA) COMMISSION AND SUBMITTED WITH MY WRITTEN STATEMENT FOR THE RECORD.

FLORIDA IS AMONG THE FAST GROWING STATES IN THE NATION. THROUGHOUT THE STATE CURRENT INFRASTRUCTURE RESOURCES ARE BEING OVERWHELMED BY THE MILLIONS OF VACATIONERS, BUSINESS PEOPLE AND NEW RESIDENTS THAT IT ATTRACTS FROM AROUND THE WORLD EACH YEAR. LEE COUNTY IS ON THE LEADING EDGE OF THAT GROWTH AND, ACCORDING TO CURRENT PROJECTIONS, WILL LEAD THE NATION IN JOB GROWTH OVER THE NEXT TWO DECADES. POPULATION IN THIS SOUTHWEST FLORIDA COUNTY IS PROJECTED TO GROW FROM THE 1990 CENSUS FIGURE OF 335,110 PEOPLE TO 588,997 BY THE YEAR 2000. DESPITE THE COUNTY'S DILIGENT PLANNING EFFORTS OVER THE PAST TWO DECADES, IT IS SIMPLY BEING OVERWHELMED.

KNOWING THE DIFFICULTIES YOU FACE IN SETTING FUNDING PRIORITIES FOR THE FINITE RESOURCES AVAILABLE FOR SPECIAL PROJECTS, I URGE PRIORITY CONSIDERATION FOR THE MIDPOINT BRIDGE AND CORRIDOR FOR A NUMBER OF REASONS. LOCAL HURRICANE EMERGENCY MANAGEMENT OFFICIALS HAVE CONCLUDED THAT THE CORRIDOR, INCLUDING AN EFFECTIVE INTERCHANGE AT U.S. 41 AND DEL PRADO BLVD., WOULD PROVIDE A CRITICAL LINK IN THE SOUTHWEST FLORIDA EVACUATION SYSTEM. HAVING WORKABLE ACCESS TO SURROUNDING VACATION AND BUSINESS RESOURCES HAS BECOME INCREASINGLY IMPORTANT WITH THE RECENT EXPANSION OF THE SOUTHWEST REGIONAL AIRPORT TO INTERNATIONAL SERVICE. WITHOUT THE ALTERNATE CORRIDOR TO I-75, THE 1997 OPENING OF THE STATE'S TENTH UNIVERSITY WILL MEAN EVEN MORE TREACHEROUS TRAVEL ON THE ALREADY OVERBURDENED U.S. 41.

THE TOTAL COST OF THE MIDPOINT BRIDGE AND CORRIDOR PROJECT IS PROJECTED TO BE $192.1 MILLION DOLLARS. THE LEE COUNTY GOVERNMENT IS WORKING WITH LOCAL AND STATE OFFICIALS TO FUND MORE THAN $161 MILLION OF THE NEEDED FUNDS. FLORIDA DEPARTMENT OF TRANSPORTATION BACKS THE PROJECT AND IS REVIEWING THE COMMISSION'S REQUEST FOR A POSSIBLE SECTION 1012 LOAN UNDER ISTEA. LEE COUNTY HAS COMMITTED REVENUES FROM BOTH BRIDGE TOLLS AND A 5 CENTS PER GALLON GAS TAX AND THE CITIES OF FT. MYERS AND CAPE CORAL HAVE DEDICATED A PERCENTAGE OF THE REVENUES TO THE PROJECT. THE ADDITIONAL FEDERAL FUNDING WOULD TO ALLOW LEE COUNTY TO COMPLETE THE PROJECT IN A TIMLEY MANNER THAT IS VITAL SATISFY PROJECTED NEEDS FOR THE YEAR 2000 AND BEYOND.

ANYONE WHO HAS BEEN IN SOUTHWEST FLORIDA DURING THE TOURIST SEASON KNOWS THAT WE HAVE REACHED SATURATION POINT. AS A RESULT, WE

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

ARE NOW RUNNING THE RISK OF LOSING OUT ON FUTURE OPPORTUNITIES. AND, IT WILL NOT BE FLORIDA ALONE THAT FEELS THE IMPACT WHEN THE FOREIGN TOURIST AND BUSINESS DOLLARS FAIL TO COME TO OUR SHORES -- THIS COMMERCE BENEFITS AMERICANS FAR BEYOND LEE COUNTY AND FAR BEYOND THE STATE OF FLORIDA.

IN CONCLUSION, I REAFFIRM MY STRONG SUPPORT FOR FEDERAL FUNDING FOR THE MIDPOINT BRIDGE AND CORRIDOR PROJECT.

The Midpoint Bridge and Corridor Project
Lee County, Florida

1. **Identify the State or other qualified recipient responsible for carrying out the project.**

-Federal assistance should be provided to Lee County.

2. **Describe the design, scope and objectives of the project, including the phases and phases proposed for funding.**

-The project is a *River Crossing at Colonial Boulevard;* one at grade intersection and one grade separation intersection improvement. The objective of the project is connecting key corridors. Phases proposed for funding are:

-*The US 41 /Colonial Boulevard Intersection:* Improvements are planned for an at grade separation intersection to connect the bridge eastward to an improved arterial to I-75. This route provides access to the new Southwest Florida International Airport, the new 10th University, and to hurricane evacuation points. The endpoints of this phase will be at DeLeon Street to the west and Solomon Boulevard to the east.

-*The Del Prado /Everest Parkway at Grade Intersection:* The corridor will continue westward through the City of Cape Coral following the general alignment of Miracle Parkway. The road will then connect with Burnt Store Road extension south of SR 78. This will be an improved northern route to Punta Gorda, in neighboring Charlotte County.

3. **Is the project eligible for the use of Federal Highway-aid funds.**

-Yes. The Midpoint Bridge & Corridor Project is eligible for Federal Aid funds to provide relief to congestion on US 41. This project would be eligible under the Surface Transportation Program for the ISTEA revolving loan fund if the Florida Department of Transportation approves a loan under Section 1012 of ISTEA.

4. What is the total project cost and source of funds.

-The total project cost is projected to be $192.1 million dollars.

Funds are being pursued from:

-The Federal Government ($30,000,000 request)

-The State Government through the revolving loan fund allowed by the ISTEA legislation

-Revenue bonds issued by Lee County supported by toll revenues and a 5 cent per gallon increase in local option gas tax

-The cities of Fort Myers and Cape Coral have dedicated a percentage of their revenues to this project

5. Will there be private sector funding for a portion of the project and if so, how much private sector financing is being made available for the project?

-While there is not a private sector equity contribution, private sector funding will be provided by user fees. User fees in the form of a bridge toll will be bonded and impact fees previously collected may be committed to the local share. There will be revenues from the new 5 cents per gallon gas tax collected, as the Board of County Commissioners took advantage of this opportunity created by the Florida Legislature during the 1993 Session.

6. Will the completion costs for the project exceed the amounts requested for the project?

-No. Project costs estimates are based on current project criteria and future construction costs. The amount requested is for a portion of total project costs. All other monies to complete this project are enumerated in detail in the response to questions 4 & 5.

7. Has early work, such as preliminary engineering and environmental analysis been done on the project?

-Yes. Lee County received approval of the Environmental Impact Statement (EIS) as required by federal law for river crossing permits on September 25, 1990 and completed a feasibility study for the bridge in 1991. The Florida Department of Transportation has a PD&E study underway (to be completed January 15, 1995) which includes the location of the proposed US 41 / Colonial Boulevard grade separation.

8. What is the proposed schedule and status of work on the project?

-The proposed opening of the Midpoint Bridge and Corridor Project is October 1, 1998. The new 10th State University is now scheduled to open in Fall 1997, and so an accelerated schedule is being pursued for the Midpoint Bridge & Corridor Project to coincide with the University opening.

Status of Work:

-Preliminary design plans and cost estimates are completed.

-Right of way acquisition is 21% complete, with $19.4 million dollars spent to date.

-Construction for the bridge is scheduled to commence in Spring of 1995.

-The Board of County Commissioners will begin contracting for the design of the corridor and intersection improvements in January 1994. The schedule calls for one year for design, one year for right of way acquisition and one and one-half years for construction.

-Construction for the US 41/ Colonial Boulevard Intersection and the Del Prado/ Everest Parkway intersection improvements is scheduled to commence in 1996.

Midpoint Bridge and Corridor Project
page 4.

9. Is the project included in the Metropolitan and/or State Transportation Plans, and if so, scheduled for funding?

-The Midpoint Bridge & Corridor Project is ranked 12th among 48 unfunded projects in the Metropolitan Planning Organization's (MPO) Transportation Plan.

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

- As shown by a $175 million dollar investment in expansion to our ten year old airport by 1998 and the new 10th University opening in Lee County in 1997, we have significant roadway requirements. Florida mandates, under the Florida Growth Management Act, that Counties build and maintain roads concurrent with future population projections before building permits can be issued. To meet state concurrency requirements and avoid a building moratorium, Lee County is responsible for $ 134.4 million in roads to be built by the year 2000.

Population in 1970 was 105,220 people and grew to 335,110 people in 1990. By the year 2000, population is expected to swell to 588,997 people. Winter tourists and residents have also skyrocketed in numbers, which is why our construction numbers continue to grow. Southwest Florida International Airport, which opened in 1983, met projections for 1996 in 1987.

The corridor creates a critical access to Cape Coral, the second largest land mass city in the state. It will allow for needed economic development and affordable housing, which is critical since the area is expected to lead the nation in job growth over the next twenty years. The corridor will connect Cape Coral and Lehigh Acres, the other significant affordable housing area in the county, to the two major North-South arterials which are US 41 & I-75.

11. Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process.

-Funds are going statewide to meet concurrency mandates for growth which is why the Federal governments should give special consideration to this project.

12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or obstacles based on the environmental or other types of concerns.

-No. The EIS has already been approved on September 25, 1990. Therefore there should be no delay in starting the project. The transportation need is evident and the needs of the local citizens representing adjacent land owners and the neighborhood organizations have been involved in the process. Citizen input has been given consideration in the preliminary planning of the project. The high degree of community recognized need for this overpass coupled with citizen input is likely to minimize any opposition to this project.

13. How will the project objectives be attained?

-The proposed grade separation will augment the movement of traffic in and around US 41 and Del Prado Boulevard from the proposed Bridge. The overall bridge project will only accomplish its objectives if the traffic it generates does not overburden the Colonial/US 41 interchange or the Del Prado/Everest Interchange.

14. Describe the economic, energy efficiency, environmental, congestion mitigation, and safety effects associated with the completion of this project.

-The Midpoint Bridge will alleviate congestion from the Hancock Bridge Parkway/US 41 interchange by alleviating traffic on the Caloosahatchee and Cape Coral Bridges. The Midpoint Bridge and corridor project will provide a crucial hurricane evacuation route for Cape Coral and allow ease of traffic circulation between the fastest growing parts of the county. The intersection improvements prevent extensive stacking of vehicles in turn lanes, which will allow compliance with all the federal air standards once the bridge is operational

15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded? -No.

No. The county exercised its local option 5 cent per gallon gas tax to help fund such growth related infrastructure needs. Further, the toll facility and the state's participation through the revolving loan fund will also be a significant help toward paying off the project. Additional road projects will be proposed with appropriate identified funding sources.

16. In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

-More roadways to the northern part of Cape Coral . The problem is the area's congestion almost eliminates the county's ability to move in this direction, since those roads are virtually at capacity at some intersections now. A river crossing is needed to relieve the problem and open Cape Coral for opportunities through steady growth.

17. Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project.

-No Federal funds have been given to or are programed for this project.

18. If Highway Trust Fund revenues are not made available for this project, would you support general fund revenues for it?

-Yes. Lee County will consider other revenues based on the constraints on Federal Funds.

TESTIMONY OF CONGRESSMAN JAMES V. HANSEN

BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

OF THE

HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

MARCH 8, 1994

CHAIRMAN RAHALL, DISTINGUISHED MEMBERS OF THE SUBCOMMITTEE, IT IS WITH GREAT PLEASURE THAT I SEEK YOUR SUPPORT TO INSURE THAT UTAHNS, AND INDEED, THE TRAVELING PUBLIC FROM THROUGHOUT AMERICA WHO USE OF THE MAJOR THOROUGHFARES IN OUR STATE, CAN DO SO IN RELATIVE COMFORT AND SAFETY. I AM REFERRING TO THE REQUEST FOR A PROPER AUTHORIZATION OF FUNDS FOR THE COMPLETION OF THE UPGRADE OF U.S. HIGHWAY 89 IN UTAH.

U.S. HIGHWAY 89 EXTENDS APPROXIMATELY 12 MILES BETWEEN THE CITIES OF FARMINGTON AND OGDEN A MAJOR THOROUGHFARE ON THE WASATCH FRONT. NOT ONLY DOES IT PROVIDE THE PRINCIPAL LINK BETWEEN MAJOR INTERSTATES AND THESE CITIES, BUT IT IS THE MAIN LINE OF TRANSPORTATION BETWEEN SMALLER COMMUNITIES AND THEIR MARKETS AND SUPPLIERS. MOREOVER, IT IS A PRIME HIGHWAY CONNECTION BETWEEN A MAJOR AIR FORCE INSTALLATION, HILL AIR FORCE BASE, AND THE REST OF THE COUNTRY.

CONGESTION OF THE FARMINGTON TO OGDEN SEGMENT, WITH ITS HIGH VOLUME OF COMMERCIAL TRUCK TRAFFIC TRANSITING BETWEEN INTERSTATES, MINGLING WITH LOCAL AND TOURIST TRAFFIC, IN AN AREA WITH ONE OF UTAH'S FASTEST GROWING RESIDENTIAL AREAS IS WELL KNOWN, PARTICULARLY WHEN SUPERIMPOSED ON RUSH-HOUR TRAFFIC TO AND FROM

HILL AFB. ADDING TO THIS ALREADY CONGESTED SITUATION IS THE FACT THAT A PROPER LINK BETWEEN INTERSTATE 15 AND INTERSTATE 84 WAS NEVER CONSTRUCTED, THEREFORE, HIGHWAY 89 SERVES AS A PRINCIPAL TIE BETWEEN THE TWO INTERSTATES..

I AM ASKING FOR A MULTI-YEAR AUTHORIZATION OF $20 MILLION FOR EACH FISCAL YEAR INCLUDING FISCAL YEAR 1995, FISCAL YEAR 1996, FISCAL YEAR 1997, AND FISCAL YEAR 1998 FOR A TOTAL AUTHORIZATION OF $80 MILLION OVER THE LIFETIME OF ISTEA.

CONCERNS WITH THE PROBLEMS ASSOCIATED WITH THIS HIGHWAY LED TO CONGRESS APPROPRIATING $2,400,000 IN FISCAL YEAR 1993, $4,050,000 IN FISCAL YEAR 1992, AND $4,250,000 IN FISCAL YEAR 1991.

U.S. HIGHWAY 89 WAS AUTHORIZED THROUGH ISTEA AT A TOTAL LEVEL OF $3,000,000. THIS FIGURE IS SUBSTANTIALLY LESS THAN IS REQUIRED TO PROPERLY COMPLETE THE NECESSARY UPGRADE TO HIGHWAY 89.

MR. CHAIRMAN, IN CONCLUSION I WOULD LIKE TO REITERATE MY SUPPORT FOR THE EFFORT OF THE STATE OF UTAH TO OBTAIN PROPER AUTHORIZATION TO CONTINUE TO UPGRADE U.S. 89 IN UTAH. THE SAFETY AND CONGESTION PROBLEMS ARE ENORMOUS AND WITH A GROWING POPULATION THE SITUATION WILL ONLY GET WORSE. THANK YOU FOR PERMITTING THIS TESTIMONY.

TESTIMONY OF JUDIE HAMMERSTAD

COMMISSIONER, CLACKAMAS COUNTY, OREGON

House Public Works and Transportation Committee

Subcommittee on Surface Transportation

March 8, 1994

Mr. Chairman, thank you for providing me an opportunity to testify today before the House Public Works and Transportation Subcommittee on Surface Transportation.

The purpose of my testimony is to report that the Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA) is working in the Portland-Vancouver region. The principles of ISTEA have been implemented in the region and are already having an impact on transportation planning and the projects pursued by the region.

The Portland-Vancouver region had a head start on the rest of the country having made the decision twenty years ago to develop a "balanced" approach to transportation by putting all transit and roads projects on an equal footing through the availability of Interstate Transfer funds. Comprehensive planning has been enacted in both Oregon and Washington. These planning laws require jurisdictions to develop comprehensive plans that integrate infrastructure investment in roads, transit, water and sewer and land use designations, patterns, and policies. We have also endeavored these past twenty years to operate

by consensus in pursuit of the development of this "balanced" approach.

Projects authorized by ISTEA are also advancing. Construction has begun on the Westside Light Rail Project, which was authorized by the ISTEA, and is expected to be complete by September 1997. The region became the first in North America to purchase low floor light rail cars. These vehicles are fully responsive to the Americans with Disabilities Act and eliminate any aesthetic disruption to the communities by allowing for the removal of all wheelchair lifts and access ramps to the vehicles and improve the operational efficiency of the rail system.

The Portland-Vancouver region exercised the flexibility available in ISTEA in developing the financing package for the Hillsboro Extension. Section 3 "new start" monies are limited to one-third of the project cost. Another one-third will come from a combination of state and local available Surface Transportation funds and section 9 formula monies. The remaining one-third will be comprised of local and state match monies.

The South/North Light Rail Project, which would operate between Clackamas County, Oregon through downtown Portland and Clark County, Washington, is also projected to be part of the region's transportation system. Rapid population and employment growth and an inadequate transit system in the corridor are projected to result in a capacity deficient highway and arterial network. The objectives of this project are to provide high quality transit service, maximize the ability of the transit

system to accommodate future growth in travel demand, minimize traffic through neighborhoods in the corridor and promote desired land use patterns and development. This project is currently in the Alternatives Analysis/Draft Environmental Impact Statement phase (AA)/(DEIS), with AA projected to be complete in August 1994 and the EIS by December 1995.

We hope to have the assistance of the House Public Works Committee to keep these projects on track. An additional $75 million in section 3 authorization is requested in order to construct the Hillsboro Extension to complete the entire Westside Project.

Finally, we request your support for bill language to amend the Program of Interrelated Projects section of ISTEA to include the South/North Light Rail Project between the states of Oregon and Washington.

In closing, on behalf of the Portland-Vancouver region, I want to express my appreciation for the past support of the House Public Works and Transportation Committee for the Westside Light Rail Project and related highway projects and for the fundamental transportation policy and funding changes made in ISTEA. We urge you to provide the funding authorization needed to enable the region to continue to construct future transit and road projects and for maintaining and improving the planning and funding mechanisms in ISTEA to make these projects become a reality.

LONG BEACH TRANSIT

Statement of

Long Beach Public Transportation Company

on the

Proposed National Highway System
and ancillary issues relating to highway and transit programs

before the

Subcommittee Surface Transportation
Committee on Public Works and Transportation
U.S. House of Representatives

Tuesday, March 8, 1994
2167 Rayburn House Office Building
Washington D.C.

Presented by

Guy B. Heston
Assistant General Manager
1300 Gardenia Avenue
Long Beach, California 90813
310/591-8753

Statement of
Long Beach Public Transportation Company

Mr. Chairman and members of the Subcommittee, my name is Guy Heston. I am Assistant General Manager of the Long Beach Public Transportation Company, also known as Long Beach Transit. We appreciate this opportunity to provide testimony at this National Highway System hearing and are especially grateful for the opportunity to provide the Committee with additional information concerning Long Beach Transit's project request.

First, I would like to thank the Committee for its continuing support and guidance implementing the Intermodal Surface Transportation Efficiency Act (ISTEA). We appreciate the Committee's commitment to evaluate ISTEA periodically and its determination to make adjustments where necessary. We commend the Committee for its leadership as demonstrated by these hearings and the project evaluation process it has developed based on our nation's transportation goals.

Long Beach Transit is one of several municipally owned bus companies in Los Angeles County. Transportation planning and most transportation funding is coordinated through the Los Angeles County Metropolitan Transportation Authority (MTA) The MTA is also the operator of the county's new rail lines, as well as the vast majority of public transit buses. However, as I mentioned, service is also provided by the several small to medium size bus companies. These bus companies are governed by their own policy boards and service is coordinated to provide an extensive network of transit routes.

Long Beach Transit serves the City of Long Beach and it's neighboring communities by providing fixed route bus service and paratransit service to over 22 million passengers per year. We operate a fleet of 220 vehicles throughout a one-hundred square mile area.

The employees of Long Beach Transit are proud of the service we provide to the community and we were honored several years ago by receiving the American Public Transit Association's highest national award for excellence. We are equally proud of our cost efficiency, and our effectiveness as measured by the number of people served. Over the last few years, Long Beach Transit's operating cost per hour has been maintained well below the rate of inflation, while our ridership has increased greater than the rate of population growth.

PROJECT DESCRIPTION

We have submitted to the Committee a project for eleven (11) standard transit coaches and spare parts. These buses are to replace existing vehicles based on federal replacement standards. The replacement coaches will be low-emission and meet all federal and local requirements. The coaches may be

procured through the exercise of an option to an existing order and may be awarded immediately upon grant approval. The procurement and its option already meet all federal third-party contracting guidelines, as well as all other federal funding requirements for the purchase of transit rolling stock.

The vehicles that we have requested would be part of our normal vehicle replacement cycle. One year ago, we requested federal funding for twenty (20) replacement buses and spare parts. However, because the capital needs of the county exceeded available funding, only nine (9) of the twenty (20) were included in the Transportation Improvement Program (TIP). We now feel fortunate to have the opportunity to make this request to the Committee for the remaining eleven (11) buses.

The existing TIP may be amended to reflect the increase in number of buses that will be purchased should this funding request be approved. Long Beach Transit has successfully implemented similar projects as a designated recipient and grantee under Section 3 and a grantee under Section 9 of the UMT Act, as amended.

LOCAL COMMITMENT

Public transit is considered an essential component in meeting state and county goals relating to mobility, air quality and traffic congestion. The people of Los Angeles County have demonstrated their commitment to public transit by approving two separate sales tax measures dedicated to improving public transit. The county's light rail lines were funded almost entirely by these tax measures. Long Beach Transit currently has plans to provide rail feeder service to the second light rail line scheduled to open. This line will operate parallel to our northern service area boundary.

INTERMODAL TRANSPORTATION

All Long Beach Transit routes serve one or more rail stations. Consequently, all buses requested in this project will provide rail feeder service to one or more light rail stations. Our limited experience with the county's first light rail line has shown buses play an important complementary role by taking large numbers of passengers to and from stations.

While bus service complements rail service, transportation planning officials estimate that when all 200 miles of rail currently planned for the county is built, 85% of persons utilizing public transit will be traveling by bus.

EFFECTIVENESS and EFFICIENCY

Federal replacement criteria suggest a point in the life of a bus where replacement is the most cost effective alternative. The vehicles to be replaced in this project currently meet or exceed the federal criteria for replacement. If these vehicles are not replaced, we anticipate increased operating and maintenance costs for any vehicles that remain in service. Reducing fleet size will impact the level of bus service we are able to provide to our customers. Although any service cutbacks resulting from a shortfall in operating funds would require a smaller fleet size, Long Beach Transit has over twice the number of vehicles meeting Federal replacement criteria than we are requesting from the Committee.

In evaluating the effectiveness and efficiency of various transportation modes, local and federal goals related to mobility, air quality and traffic congestion are probably best served by a variety of transportation strategies. Public transit buses on fixed routes is a time-tested and extremely cost effective strategy for achieving these goals. Fixed route bus service can be implemented very quickly and maintain a high degree of flexibility to meet the changing needs of the community. The nature of fixed route bus service also allows for the establishment of route alignments and modifications to existing routes where the passenger demand is greatest.

AIR QUALITY and TRAFFIC CONGESTION

Possibly, public transit's greatest contribution to improving air quality and reducing traffic congestion is by offering an alternative to the automobile and single drive commutes in particular. However, the buses to be replaced will utilize the latest clean air technologies, which meet federal standards. These new buses will replace an older, higher polluting generation of transit vehicles.

CONCLUSION

Long Beach Transit, like so many other public transit companies, is committed to doing our part to unclog our freeways, clean up the air and provide access to jobs, recreation and business. At the same time, we are doing all we can to uphold the spirit and intent of ADA. We have been asked to lead the heavy duty engine industry toward cleaner technologies. It is unfortunate that now, when the need for what public transit can offer seems greatest, the economic recession continues to erode local sales tax-based transit revenues. In Los Angeles, local funds used for operations have been reduced by 20%.

Given the lingering recession, defense spending cuts, devastating fires last fall, the riots last year, and the earthquake last month, LA County's economy is hurting. Transit demand is increasing and we are being forced into a position

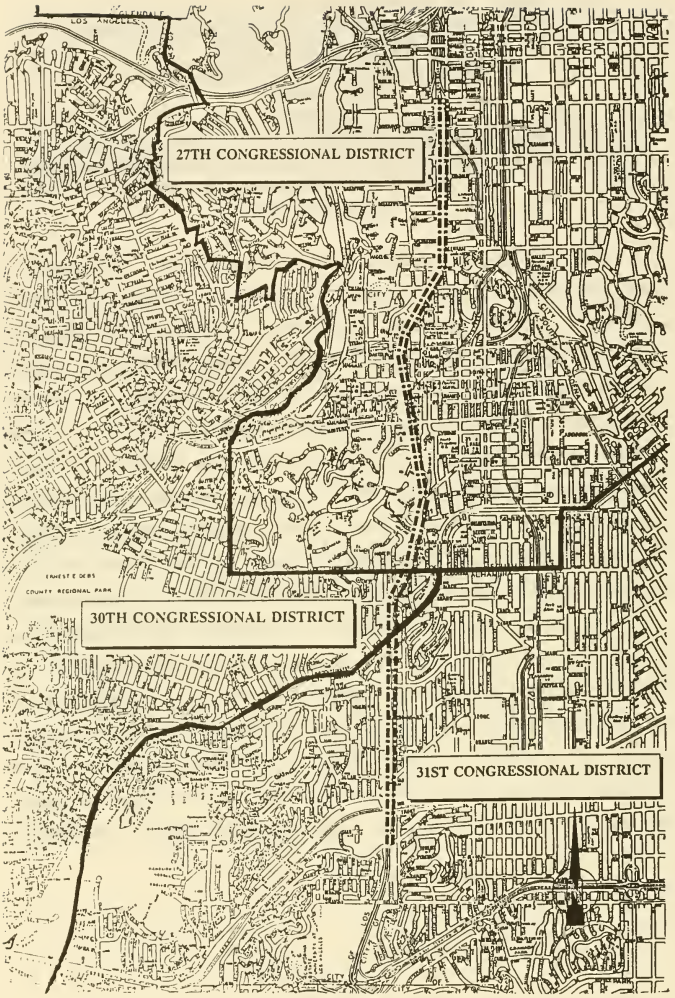
where we must cutback service and defer the normal replacement of vehicles and other equipment. We should be increasing the size of our fleet to meet national and local transportation goals, but unfortunately, at this time, we are requesting your help to simply maintain the number of vehicles in our fleet.

While there are so many priorities that must be attended, we appreciate the recognition given to the transportation industry and public transit in particular as an effective strategy in attaining the nation's transportation goals. We accept that responsibility.

TESTIMONY OF THE HONORABLE JAMES C. HODGE, JR
MAYOR, CITY OF SOUTH PASADENA, CALIFORNIA
1414 MISSION STREET
SOUTH PASADENA, CALIFORNIA 91030
(818) 799-9101
BEFORE
SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES
MARCH 8, 1994

CHAIRMAN RAHALL, RANKING MINORITY MEMBER PETRI, AND MEMBERS OF THE COMMITTEE, MY NAME IS JAMES C. HODGE, JR. I AM THE MAYOR OF THE CITY OF SOUTH PASADENA, CALIFORNIA. JOINING ME ON BEHALF OF OUR CITY ARE MR. ANTONIO VILLARAIGOSA, A MEMBER OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AND OUR CITY MANAGER, MR. KENNETH FARFSING. WE APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE THE SUBCOMMITTEE TO SHARE WITH YOU OUR CONCERNS REGARDING THE CURRENT PLANS TO EXTEND STATE ROUTE 710 THROUGH SOUTH PASADENA AS PART OF THE NATIONAL HIGHWAY SYSTEM. HOWEVER, BEFORE FOCUSING ON THE NUMEROUS AND TROUBLESOME ISSUES, LET ME FIRST PUT INTO PERSPECTIVE THE BASIC INFORMATION REGARDING THE PROPOSED HIGHWAY.

THE PROJECT TO EXTEND ROUTE 710, ORIGINALLY CONCEIVED OVER 40 YEARS AGO, WOULD INVOLVE THE CONSTRUCTION OF APPROXIMATELY 6.2 MILES OF MULTI-LANE HIGHWAY THROUGH THE CITY OF SOUTH PASADENA AT AN ESTIMATED FEDERAL AND STATE COST OF APPROXIMATELY $1.1 BILLION. WHILE THE PROPOSED HIGHWAY WOULD GO THROUGH PARTS OF THREE CONGRESSIONAL DISTRICTS, THE VAST MAJORITY OF THE PROJECT, ABOUT 4 MILES, WOULD BE LOCATED IN REPRESENTATIVE CARLOS MOORHEAD'S


27TH CONGRESSIONAL DISTRICT
30TH CONGRESSIONAL DISTRICT
31ST CONGRESSIONAL DISTRICT
LOS ANGELES
GLENDALE
ERNEST E DEBS
COUNTY REGIONAL PARK

DISTRICT. NOTABLY, CONGRESSMAN MOORHEAD HAS EXPRESSED HIS DOUBTS AND OBJECTIONS TO THE CURRENT PROPOSAL TO UNDERTAKE THIS HIGHWAY PROJECT. MUCH LESSER PORTIONS WOULD GO THROUGH REPRESENTATIVES MARTINEZ' AND BECERRA'S DISTRICTS, ABOUT 1.75 AND .5 MILES, RESPECTIVELY.

THE PROJECT HAS BEEN CONTROVERSIAL FOR AT LEAST 25 YEARS, DUE TO THE FACT THAT THE PROPOSAL CONSTITUTES AN UNEQUIVOCAL THREAT TO NATIONAL LEVEL ENVIRONMENTAL, ECONOMIC, SEISMIC, TRANSPORTATION POLICY, AND SAFETY CONSIDERATIONS. MOREOVER, THE PROPOSAL WILL HAVE A DEVASTATING ADVERSE EFFECT ON COMMUNITY VALUES. NONETHELESS, THE CITY OF SOUTH PASADENA READILY AGREES THAT THERE IS A PRESSING NEED TO MITIGATE EXISTING TRAFFIC CONGESTION AND ASSOCIATED ENVIRONMENTAL PROBLEMS. HOWEVER, THE CURRENT PROJECT PROPOSED FOR INCLUSION IN THE NHS SEEKS AN UNECONOMICAL SOLUTION WHICH, IN THE FINAL ANALYSIS, MAY NOT AT ALL IMPROVE THE CURRENT SITUATION AND PERHAPS MAY MAKE IT WORSE.

THE ROUTE 710 PROJECT MUST BE JUDGED IN LIGHT OF RECENT EVENTS IN CALIFORNIA THAT UNDERSCORE SERIOUS CONCERNS FOR THE INTEGRITY OF HIGHWAYS, BOTH EXISTING AND FUTURE. IN PARTICULAR, THE JANUARY NORTHRIDGE EARTHQUAKE DEMANDS A COMPREHENSIVE REASSESSMENT OF THE SEISMIC ASSUMPTIONS UPON WHICH EXISTING AND PROPOSED ROAD PROJECTS, INCLUDING ROUTE 710, HAVE BEEN PREDICATED. THE CRITICAL QUESTION NOW IS WHETHER IT IS FISCALLY PRUDENT TO INITIATE CONSTRUCTION OF A NEW ROAD, REDUNDANT IN THE CURRENT NETWORK, BEFORE COMPLETING REQUIRED REHABILITATION, REPAIRS, AND RETROFIT OF VITAL REGIONAL TRANSPORTATION CORRIDORS DAMAGED BY THE RECENT EARTHQUAKE. IN THIS

CONNECTION, THE SUBCOMMITTEE SHOULD BE AWARE THAT CALIFORNIA ASSEMBLYMAN RICHARD KATZ, WHO CHAIRS THE ASSEMBLY TRANSPORTATION COMMITTEE, HAS CALLED FOR COMPLETION OF BRIDGE RETROFITTING "EVEN IF NO NEW ROADS ARE BUILT IN THE STATE." IN HIS RECENT LETTER TO THE NATIONAL TRUST FOR HISTORIC PRESERVATION, SECRETARY OF TRANSPORTATION PEÑA STATED, "WE BELIEVE IT IS IMPORTANT THAT CONSTRUCTION OF NEW PROJECTS ON THE NHS NOT DIVERT NEEDED FUNDING FROM MAINTENANCE, SAFETY AND REHABILITATION OF THE NHS." IT IS IMPORTANT TO NOTE THAT THE CALIFORNIA DEPARTMENT OF TRANSPORTATION RETROFITTING PROGRAM BEGAN IN 1973 BUT HAS SUFFERED DELAYS AND IS STILL NOT COMPLETE, SEPARATE AND APART FROM THE MORE RECENT DAMAGE CAUSED BY THE NORTHRIDGE EARTHQUAKE.

OBVIOUSLY, THERE IS A COMPELLING NEED TO RESTORE OUR CRITICAL TRANSPORTATION CORRIDORS IN THE LIGHT OF THE RECENT EARTHQUAKE. SUCH UNDERTAKING WILL, OF COURSE, PLACE AN EVEN GREATER STRAIN ON ALREADY LIMITED FINANCIAL RESOURCES OF BOTH THE FEDERAL AND STATE GOVERNMENT OF CALIFORNIA. IN OUR JUDGMENT, UNDERTAKING A MAJOR ROUTE 710 PROJECT WITHOUT FIRST ACCOMMODATING HIGHER PRIORITY MATTERS WOULD BE AN ACT OF IRRESPONSIBILITY ON BOTH FISCAL AND PUBLIC SAFETY GROUNDS. NONETHELESS, THE ROUTE 710 PROJECT PRESENTS AN EXCELLENT EXAMPLE AND OPPORTUNITY TO SEEK EFFECTIVE ALTERNATIVES TO A HIGHWAY-ONLY APPROACH TO LOCAL CONGESTION PROBLEMS, INCLUDING CONSIDERATION OF WHETHER THE CURRENT PROJECT DESIGN EFFECTIVELY CONSTITUTES AN OVER-INVESTMENT OF PUBLIC FUNDS IN A SMALL AREA ALREADY PLANNED TO BE SERVED BY MASS TRANSIT -- SUCH AS THE METRO

PASADENA BLUE LINE, THE METRO RED LINE EASTERN EXTENSION, AND METROLINK.

AGAINST THIS BACKDROP AND PERSPECTIVE, LET ME NOW TURN TO SEVERAL OF THE MATTERS IN DISAGREEMENT WITH THOSE WHO SEEK COMPLETION OF ROUTE 710 AS CURRENTLY ENVISIONED.

ENVIRONMENTAL IMPACT. THE ENVIRONMENTAL DOCUMENTATION REQUIRED BY LAW AND UPON WHICH THE PROPOSED ROUTE 710 IS BOTH DEPENDENT AND PREDICATED IS OUT OF DATE AND IN VIOLATION OF THE FEDERAL NATIONAL ENVIRONMENTAL POLICY ACT AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. IN FACT, THIS SPECIFIC MATTER HAS BEEN THE SUBJECT OF EXTENSIVE LITIGATION AND, TO DATE, THE CITY OF SOUTH PASADENA HAS PREVAILED IN ASSERTING ITS STATUTORY CONCERNS. FOR 21 YEARS THE FEDERAL COURT IN LOS ANGELES HAS PROHIBITED THIS ROUTE BECAUSE OF ITS VIOLATIONS OF APPLICABLE STATUTORY REQUIREMENTS. SIMPLY STATED, THE PRESENT LACK OF A FINAL ENVIRONMENTAL STATEMENT AND REPORT, APPROVED BY EPA AND THE COUNCIL ON ENVIRONMENTAL QUALITY (CEQ), PRESENTS AN UNAVOIDABLE IMPEDIMENT TO COMPLETION OF ROUTE 710 AND IT SHOULD NOT AND CANNOT BE CONSTRUCTED WITHOUT SUCH APPROVED DOCUMENTATION. MOREOVER, THERE IS SERIOUS DOUBT WHETHER THE PROPOSED HIGHWAY WOULD MEET 1990 AIR QUALITY STANDARDS IN LIGHT OF RECENT COURT OPINIONS. BECAUSE OF THESE SERIOUS PROBLEMS, THE PRESIDENT'S COUNCIL ON ENVIRONMENTAL QUALITY SUSPENDED FINAL APPROVAL OF THE 1992 ENVIRONMENTAL IMPACT STATEMENT IN ORDER TO GIVE THE FEDERAL HIGHWAY ADMINISTRATION AND THE FEDERAL ADVISORY COUNCIL FOR HISTORIC PRESERVATION AN OPPORTUNITY TO FULLY REEXAMINE

THE CURRENTLY PROPOSED PROJECT AND ALTERNATIVES SUCH AS THAT OFFERED BY SOUTH PASADENA.

IN THE FINAL ANALYSIS THE PROPOSED ROUTE 710 PROJECT WILL ACTUALLY FAIL TO MEET ONE OF ITS PRIMARY OBJECTIVES -- TO REDUCE THE EFFECTS OF AUTO EMISSIONS -- SIMPLY BY VIRTUE OF THE FACT THAT THE PRESENT ENVIRONMENTAL IMPACT REPORT CONFIRMS THAT EVEN IF THIS PROJECT GOES FORWARD AS CURRENTLY PROPOSED, THERE WILL BE TRAFFIC CONGESTION AND GRIDLOCK ON THE FREEWAY THE VERY DAY IT OPENS.

SEISMIC ASSUMPTIONS. PORTIONS OF THE PROPOSED ROUTE 710 ARE ABOVE GROUND AND TRAVERSE KNOWN EARTHQUAKE FAULTS. IF WE ARE TO LEARN ANYTHING FROM THE RECENT EXPERIENCE IN THE NORTHRIDGE EARTHQUAKE, IT IS THAT THE SCIENTIFIC ANALYSES AND ASSUMPTIONS UNDERLYING THE PROPOSED ROUTE AND CONFIGURATION OF PROPOSED ROUTE 710 MUST BE REEVALUATED -- INCLUDING CONSIDERATION OF HITHERTO UNIDENTIFIED FAULTS WHOSE EXISTENCE BECAME KNOWN ONLY BY VIRTUE OF THE NORTHRIDGE EARTHQUAKE -- BEFORE PLACING AT RISK INNOCENT DRIVERS WHOSE SAFETY WOULD BE POTENTIALLY COMPROMISED WITHOUT SUCH REVIEW. (INDEED, ONE COULD EVEN SPECULATE THAT THE FAILURE OF APPROPRIATE AUTHORITIES TO REASSESS SUCH SAFETY FACTORS MIGHT CREATE LEGAL LIABILITY ON THE STATE AND FEDERAL GOVERNMENTS SHOULD CONSTRUCTION BE UNDERTAKEN AND INJURY OCCUR DUE TO SUCH OVERSIGHT OF THE KNOWLEDGE WE REGRETFULLY GAINED ON JANUARY 17, 1994.)

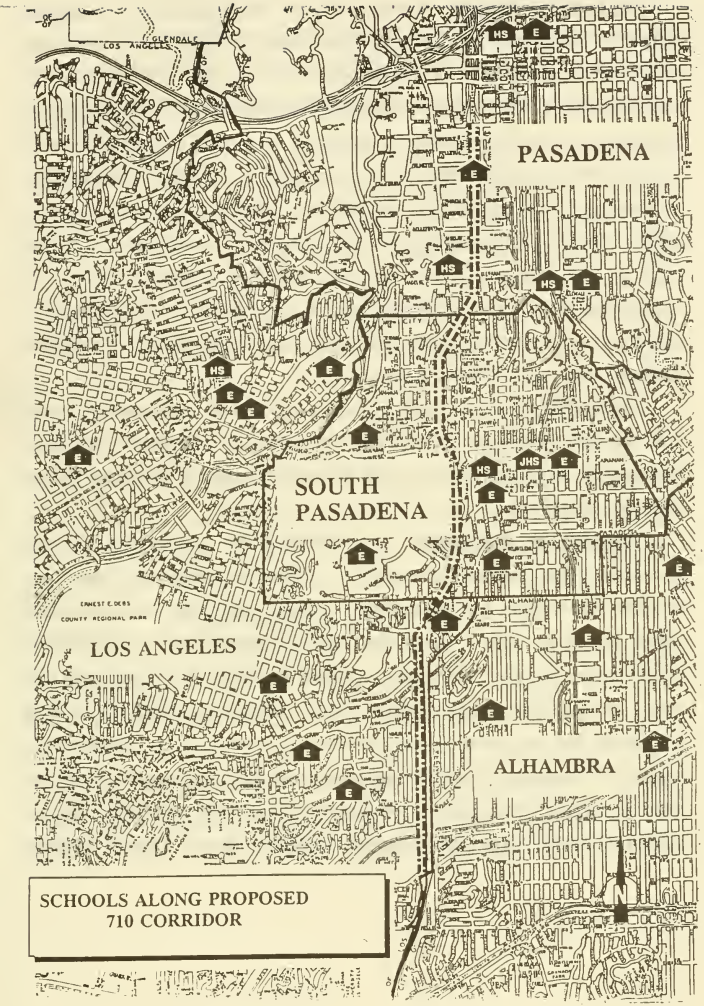
INCREASED NOISE. SUPPORTERS OF THE PROPOSED HIGHWAY ASSERT THAT ANY NOISE CONCERNS WILL BE MITIGATED BY THE CONSTRUCTION OF NOISE WALLS WHERE LEVELS EXCEED FEDERAL STANDARDS. SUCH AN ASSERTION SIMPLY DOES NOT JOIN WITH REALITY. IN POINT OF FACT,

NOISE WALLS WERE TO HAVE BEEN CONSTRUCTED AS PART OF THE COMPLETION OF ROUTE 210 THROUGH LA CANADA-FLINTRIDGE. NOW, SOME 20 YEARS LATER, SUCH WALLS HAVE STILL NOT BEEN CONSTRUCTED BECAUSE OF INADEQUATE FINANCIAL RESOURCES. GIVEN RECENT EVENTS IN CALIFORNIA, IT WOULD BE WHOLLY UNREALISTIC TO EXPECT THAT THE CONSTRUCTION OF NOISE WALLS AS PART OF THE ROUTE 710 PROJECT WOULD BE UNDERTAKEN PRIOR TO RETROFITTING BRIDGES AND HIGHWAYS DAMAGED BY EARTHQUAKES AND PRIOR TO COMPLETING OTHER NOISE WALL PROJECTS WHICH SHOULD HAVE BEEN CONSTRUCTED LITERALLY DECADES AGO.

JOBS. SUPPORTERS OF PROPOSED ROUTE 710 ASSERT THAT THE PROJECT COULD GENERATE UP TO 29,000 OVERALL JOBS. WHILE, OF COURSE, SOME TEMPORARY CONSTRUCTION INDUSTRY JOBS WOULD BE CREATED BY THE PROJECT, SUCH EMPLOYMENT WOULD BE LIMITED AND CERTAINLY WOULD NOT BE PERMANENT. HOW AND WHERE ADDITIONAL EMPLOYMENT ON THE ORDER OF 29,000 JOBS IS CREATED BY VIRTUE OF A 6.2 MILE HIGHWAY SEGMENT IS AN ASSERTION OF DUBIOUS VALIDITY. PERHAPS THIS FIGURE MORE ACCURATELY REPRESENTS THE NUMBER OF JOBS PROJECTED IN THE REGION REGARDLESS OF CONSTRUCTION OF ROUTE 710 AND THAT THE RELEVANCE OF THE HIGHWAY IS MORE A MATTER OF COMMUTER CONVENIENCE THAN ACTUAL CREATION OF EMPLOYMENT. PERHAPS NOT BY COINCIDENCE, THE CRITICS DO NOT COME TO GRIPS WITH THOSE JOBS THAT WILL BE LOST BY VIRTUE OF PROPOSED CONSTRUCTION IN THE PLANNED ROUTE 710 CORRIDOR THAT IS INHERENT IN DAMAGE TO SOUTH PASADENA'S COMMERCIAL CENTER AND HOW/WHETHER SUCH DISPLACED BUSINESSES WILL REOPEN AND, IF SO, WHERE.

FINANCIAL AND COMMUNITY IMPACT ON SOUTH PASADENA. REMOVAL AND RAZING OF HOMES AND BUSINESSES ALONG THE PROPOSED 710 ROUTE WOULD, ACCORDING TO OUR ESTIMATES, ELIMINATE APPROXIMATELY 10% OF THE TAX BASE OF THE CITY OF SOUTH PASADENA THROUGH THE LOSS OF REAL ESTATE TAXES AND ASSOCIATED REVENUES, SUCH AS SALES TAX. THOSE WHO WOULD SUGGEST THE IMPACT WOULD BE LESS ARE NOT RESPONSIBLE FOR OPERATING A MUNICIPAL GOVERNMENT WHICH, BECAUSE OF CURRENT FINANCIAL DIFFICULTIES, IS FORCED TO RESTRICT NECESSARY PUBLIC SAFETY SERVICES. WE SIMPLY CANNOT AFFORD TO LOSE SUCH CRITICAL FUNDS. SACRIFICING BASIC SERVICES AS THE "COST" OF THE HIGHWAY GIVES THE CITY OF SOUTH PASADENA NO TRUE CHOICES. OF EQUAL CONCERN IS THE POTENTIAL IMPACT ON SOUTH PASADENA AS A UNIFIED COMMUNITY AND CONSEQUENT DISRUPTION IF NOT DESTRUCTION OF THIS HARMONY BY VIRTUE OF FURTHER DIVIDING OUR SMALL CITY BY ANOTHER MULTI-LANE HIGHWAY. SOUTH PASADENA IS ALREADY PARTIALLY DIVIDED BY THE PASADENA FREEWAY.

WE ALSO NOTE THAT THE NATIONAL TRUST FOR HISTORIC PRESERVATION HAS FERVENTLY OPPOSED THE PROPOSAL TO EXTEND ROUTE 710 THROUGH SOUTH PASADENA. IN FACT, BECAUSE OF THE UNPRECEDENTED DESTRUCTION THAT THE ROUTE 710 WOULD CAUSE TO HISTORIC RESOURCES, THE TRUST HAS INCLUDED OUR CITY ON ITS LIST OF THE 11 MOST ENDANGERED HISTORIC PLACES FIVE YEARS IN A ROW. SIMILARLY, THE FEDERAL ADVISORY COUNCIL ON HISTORIC PRESERVATION IN THREE DIFFERENT ADMINISTRATIONS, AND THE CALIFORNIA HISTORIC PRESERVATION OFFICER IN THIS SAME PERIOD, HAVE CONSISTENTLY FOUND THE ROUTE 710 FREEWAY PROPOSAL UNACCEPTABLE.


GLENDALE
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SCHOOLS ALONG PROPOSED 710 CORRIDOR

EFFECT ON SCHOOLS. PROPONENTS OF THE PROPOSAL TO COMPLETE ROUTE 710 HAVE ASSERTED IN PUBLIC HEARINGS AS RECENTLY AS THIS PAST FALL THAT "CHILDREN AT 13 ELEMENTARY SCHOOLS AND 3 HIGH SCHOOLS" ARE ADVERSELY AFFECTED BY TRAFFIC CONGESTION AND ENDANGERED AT CROSSWALKS. SUCH AN APPEAL TO EMOTIONS IS NOT ONLY DESTRUCTIVE BUT IS MISLEADING AND REFUTED BY THE LOCATION OF THE SCHOOLS INVOLVED. IN POINT OF FACT, A MAP OF THE REGION CLEARLY SHOWS THAT THERE IS ONLY 1 SCHOOL IN ALHAMBRA NEAR THE PROPOSED 710 CORRIDOR, 1 IN THE CITY OF LOS ANGELES, 2 IN PASADENA, AND 3 IN SOUTH PASADENA. ON THE OTHER HAND, THE PROPOSED ROUTE 710 CORRIDOR WOULD HAVE A DEVASTATING EFFECT ON SOUTH PASADENA HIGH SCHOOL WHILE PRESENTING MINIMAL HARM TO ALHAMBRA SCHOOLS.

STATEMENTS THAT 16 SCHOOLS ARE AFFECTED BY THE CURRENT ROUTE 710 GAP DEFY LOGIC AND TYPIFY THE HYPERBOLE OF ARGUMENTATION WHICH HAS PROVEN TO BE DIVISIVE TO OUR EFFORTS TO SEEK A SOLUTION TO THE CURRENT SITUATION.

RELOCATION ASSISTANCE. REGARDLESS OF ASSERTIONS TO THE CONTRARY, THE CURRENT PROJECT TO COMPLETE ROUTE 710 DOES NOT INCLUDE PROVISIONS FOR REPLACEMENT HOUSING TO THOSE FAMILIES WHOSE HOMES WOULD BE LOST. EVEN OUR CRITICS AGREE THAT 1500 HOUSING UNITS WOULD BE LOST DUE TO THE CURRENT PROPOSAL AT A TIME WHEN THE STATE OF CALIFORNIA HAS MANDATED THAT ADDITIONAL HOUSING BE MADE AVAILABLE IN THE AREA. ANY ASSISTANCE PROVIDED TO INDIVIDUALS FORCED TO RELOCATE WOULD BE FAR LESS THAN THE RESOURCES NEEDED FOR THEM TO REPLACE THE QUALITY OF HOUSING THAT THEY CURRENTLY ENJOY. PRESSING AHEAD WITH THE CURRENT PROPOSAL WOULD IGNORE ANOTHER

LESSON OF RECENT HISTORY -- NAMELY, THAT THE HOUSING RELOCATIONS CAUSED BY CONSTRUCTION OF THE CENTURY FREEWAY RESULTED IN 20 YEARS OF COURT SUPERVISION TO OVERSEE SUCH COSTLY RELOCATION ASSISTANCE.

CONFLICT WITH FEDERAL INVESTMENT IN MASS TRANSIT AND REGIONAL PRIORITIES.

CONSTRUCTION OF THE PROPOSED ROUTE 710 PLACES IT AT DIRECT ODDS WITH THE CONSENSUS OF OPINION REGARDING REGIONAL TRANSPORTATION INVESTMENT PRIORITIES. SPECIFICALLY, AS RECENTLY AS THIS PAST JANUARY, THE METROPOLITAN TRANSPORTATION AUTHORITY, WHICH HAS KEY RESPONSIBILITIES FOR THE DESIGN, CONSTRUCTION, AND IMPLEMENTATION OF THE LOCAL TRANSPORTATION POLICY AND NETWORK, IDENTIFIED THREE RAIL AND HIGHWAY PROPOSALS -- ALAMEDA CORRIDOR, METRO RED LINE EASTERN EXTENSION, AND ROUTE 30 GAP CLOSURE -- AS BEING ON ITS LIST OF THE SIX MOST IMPORTANT REGIONAL TRANSPORTATION PRIORITIES. CRITICALLY, MTA DID NOT INCLUDE ROUTE 710 ON THIS LIST OF URGENTLY NEEDED PROJECTS. MOREOVER, THE FEDERAL GOVERNMENT'S SUPPORT AND EMPHASIS OF MULTI-MODAL AND MASS TRANSIT RAIL PROJECTS IN THE LOS ANGELES REGION IS IN CLEAR CONFLICT WITH THE "HIGHWAY-ONLY" APPROACH EMBODIED IN THE CURRENT ROUTE 710 PROPOSAL.

SOUTH PASADENA'S ALTERNATIVE PROPOSAL

BECAUSE OF OUR CONCERNS TO FIND AN EFFECTIVE, AFFORDABLE, AND NON-DESTRUCTIVE SOLUTION, WE HAVE PREPARED A PROPOSAL TO DEAL WITH CURRENT AND FUTURE TRAFFIC CONGESTION AND OTHER PROBLEMS WHILE AT THE SAME TIME NOT PLACING AT RISK PUBLIC SAFETY OR IGNORING FINANCIAL, ENVIRONMENTAL, AND OTHER CRITICAL MATTERS. WE HAVE TERMED OUR PROPOSAL A "MULTI-MODAL LOW-BUILD ALTERNATIVE". IN POINT OF FACT, OUR MULTI-MODAL LOW BUILD APPROACH TO ROUTE 710 IS

STRIKINGLY SIMILAR IN CONCEPT TO THE MULTI-MODAL APPROACH ADOPTED BY THE CITY OF LOS ANGELES IN DEALING WITH THE COLLAPSE OF THE SANTA MONICA FREEWAY AS WELL AS THE INTERSTATE 5/14 INTERCHANGE. AMONG OTHER THINGS, OUR PROPOSAL WOULD PROVIDE IMMEDIATE RELIEF TO EXISTING CONGESTION; COULD BE BUILT IN BUT A FEW YEARS; COULD BE BUILT AT A FRACTION OF THE ESTIMATED COST TO COMPLETE ROUTE 710; WOULD CREATE PERMANENT JOBS NOW, NOT AT SOME TIME IN THE DISTANT FUTURE; AND WOULD IMPOSE LIMITED AND ACCEPTABLE ENVIRONMENTAL IMPACTS. BEST OF ALL, OUR PROPOSAL WOULD PROTECT THE EXISTING WELL-BEING OF THE AFFECTED COMMUNITIES AND WOULD FREE UP CRITICALLY NEEDED FEDERAL AND STATE FUNDS FOR MUCH HIGHER PRIORITY AND NONCONTROVERSIAL PROJECTS IN THE REGION, SUCH AS STATE ROUTE 30, THE METRO RED LINE SERVING EAST LOS ANGELES AND THE ALAMEDA CORRIDOR. IN FACT, SIMPLY UTILIZING THE PROCEEDS FROM THE SALES OF PROPERTIES CURRENTLY OWNED BY CALTRANS WITHIN THE ROUTE 710 CORRIDOR WOULD BE MORE THAN ADEQUATE TO FUND THE MULTI-MODAL LOW BUILD ALTERNATIVE. INDEED, REPRESENTATIVE MOORHEAD HAS EXPLICITLY SUPPORTED THE MULTI-MODAL LOW BUILD ALTERNATIVE SUGGESTED BY THE CITY OF SOUTH PASADENA AS "FISCALLY PRUDENT" AND "THE ONLY OPPORTUNITY TO LIFT THE CLOUD OF UNCERTAINTY" WHICH HAS BEEN HANGING OVER OUR CITY FOR SOME TIME.

UNFORTUNATELY, PROPONENTS OF THE CURRENTLY DESIGNED ROUTE 710 HAVE UNIFORMLY AND CONSISTENTLY CRITICIZED OUR CONCERNS AS EVIDENCE OF BAD FAITH BY THE CITIZENS OF SOUTH PASADENA AS PART OF AN EFFORT DESIGNED ONLY TO FORESTALL A MUCH NEEDED HIGHWAY WITHOUT PRESENTING REASONABLE ALTERNATIVE SOLUTIONS. THIS COULD NOT BE FARTHER FROM

THE TRUTH. THE RECORD IS CLEAR -- THE CITY OF SOUTH PASADENA HAS DEVOTED SIGNIFICANT TIME AND FINANCIAL RESOURCES IN AN EFFORT TO DEVELOP AND PRESENT A MEANINGFUL AND ACCEPTABLE ALTERNATIVE TO AN ENVIRONMENTALLY AND FINANCIALLY DESTRUCTIVE RIBBON OF CONCRETE THROUGH THE CENTER OF OUR TOWN AND NEIGHBORHOODS. WE HAVE OBTAINED ENGINEERING ANALYSES AND PRESENTED SPECIFIC SUGGESTIONS TO MITIGATE CURRENT AREAS OF TRAFFIC CONGESTION. OF GREAT IMPORTANCE IS THE FACT THAT OUR APPROACH AVOIDS UNNECESSARY DUPLICATION OF TRANSPORTATION DEVELOPMENT AND INVESTMENT IN THE AREA BY GIVING DUE REGARD TO THE EFFECTS OF THE METRO PASADENA BLUE LINE WHICH RUNS PARALLEL TO MUCH OF THE PROPOSED ROUTE 710 CORRIDOR. OUR PROPOSAL HAS BEEN ENDORSED BY BOTH THE *PASADENA STAR NEWS* AND *THE LOS ANGELES TIMES* - FORMERLY A FREEWAY SUPPORTER.

THUS, CONSENSUS IS BUILDING FOR OUR PROPOSAL BECAUSE OF THE EFFORT THAT WE AND OUR NEIGHBORS ARE MAKING. WE ARE SEEKING A SOLUTION THAT PROTECTS ALL COMMUNITIES AND HARMS NONE. THIS APPROACH IS IN SHARP CONTRAST TO THAT OF THE SO-CALLED "ROUTE 710 ENHANCEMENT AND MITIGATION ADVISORY COMMITTEE." THIS COMMITTEE, ACCORDING TO DOCUMENTATION WITHIN THE COMMITTEE REPORT, WAS CONSTITUTED TO EXCLUDE ETHNIC COMMUNITIES, AND ITS CHARTER ASSUMED THAT THE FREEWAY WOULD BE BUILT. MOREOVER, THE COMMITTEE SPONSORS AND FACILITATOR ATTEMPTED TO SECURE A PREMATURE FREEWAY APPROVAL BEFORE THE COMMITTEE COMPLETED ITS WORK, CAUSING A MAJORITY OF THE COMMITTEE (INCLUDING REPRESENTATIVES OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND THE CITY OF PASADENA) TO DECLARE A BREACH OF TRUST BY FHWA AND CALTRANS IN DECEMBER OF 1992. FINALLY,

THE COMMITTEE ACHIEVED VERY LITTLE. MORE THAN A THIRD OF ITS RECOMMENDATIONS WERE EITHER REQUIRED BY LAW OR ALREADY PART OF THE PROJECT. SIGNIFICANT RECOMMENDATIONS -- SUCH AS REIMBURSEMENT TO THE SCHOOL DISTRICTS -- WERE DISCARDED BY CALTRANS. IN SUM, THE COMMITTEE WAS HARDLY A MODEL OF CONSENSUS OR SUCCESS.

WHILE OUR CRITICS MAY SAY THAT THE LOW-BUILD ALTERNATIVE IS SIMPLY A DELAYING TACTIC, THE FACT IS THAT SUCH SENTIMENT IS NOT SHARED BY THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION. IN THIS CONNECTION, IN HIS LETTER TO ME OF FEBRUARY 11, 1994, THE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION, JAMES W. VAN LOBEN SELS, STATED THAT "THE DEPARTMENT OF TRANSPORTATION (CALTRANS) APPRECIATES THE EXTENSIVE WORK YOUR COMMUNITY IS COMPLETING, AND WE SEE THIS [THE LOW-BUILD ALTERNATIVE] AS A SINCERE EFFORT TO FIND SOLUTIONS TO THE TRANSPORTATION PROBLEMS THAT THIS CORRIDOR IS FACING." MOREOVER, THE SINGULAR FACT THAT SOUTH PASADENA'S POSITIONS HAVE BEEN REVIEWED AND CONSISTENTLY SUPPORTED BY THE COURTS IN AND OF ITSELF PUTS TO REST ANY ASSERTION THAT OUR ARGUMENTS ARE WITHOUT MERIT, UNLESS THE COURTS, TOO, ARE TO BE ACCUSED OF ACTING IN BAD FAITH.

IN THE FINAL ANALYSIS, WE BELIEVE IT IS IMPORTANT THAT ROUTE 710 BE PURSUED ON A MULTI-MODAL LOW BUILD BASIS. TO THIS END, WE SEEK THE SUPPORT OF THE SUBCOMMITTEE TO UNDERTAKE A LOW-BUILD MEDIATED APPROACH SUCH AS THAT OFFERED BY THE CITY OF SOUTH PASADENA. CONSEQUENTLY, WE FIRMLY OPPOSE ANY ACTION TO INCLUDE EXTENSION OF ROUTE 710 AS A FREEWAY IN THE NATIONAL HIGHWAY SYSTEM. ON BEHALF OF THE CITIZENS OF SOUTH PASADENA, WE SINCERELY

APPRECIATE NOT ONLY THE OPPORTUNITY TO TESTIFY ON THIS MATTER BUT ALSO THE EXPRESSION OF INTEREST AND PERSONAL CONCERN OF SUBCOMMITTEE CHAIRMAN, NICK J. RAHALL, WHO RECENTLY VISITED WITH US IN SOUTH PASADENA AND WHO PERSONALLY EXAMINED THE DETRIMENTAL EFFECTS OF THE CURRENT AND ILL-CONCEIVED PROJECT PROPOSAL.

WE WOULD BE PLEASED TO RESPOND TO ANY QUESTIONS YOU HAVE ON THIS MATTER.

STATEMENT OF THE HONORABLE TIM JOHNSON

SUBCOMMITTEE ON SURFACE TRANSPORTATION

HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

THE HONORABLE NICK RAHALL

MARCH 8, 1994

Mr. Chairman, I appreciate the opportunity to appear before you today and commend you on your commitment to the expeditious consideration of legislation that will designate the National Highway System. I am also sincerely grateful that you are considering project specific authorizations as a part of this legislation and praise your thoughtful development of specific criteria for the evaluation of projects. The State of South Dakota currently has an excess of $500 million in backlog needs on its State Highway System alone and accordingly, the state's normal allocation of funds is insufficient to address the existing backlog and justified expansions of its system. As a result, Federal support for certain projects of critical importance to the State of South Dakota is necessary, and I am here today to request your assistance in securing authorization for several of these projects.

I. Bi-State Projects -- Joint Projects with the State of Nebraska

Vermillion-Newcastle Bridge Project
REQUEST:Final authorization of $4.6 mil.

TOTAL COST	$16.9 million
Federal Share	$13.5 million
State/Local Share	$3.4 million
Federal funds appropriated through FY '94	$8.9 mil.
Unfunded Federal share	$4.6 mil.

Springfield-Niobrara Bridge Project
REQUEST:Final authorization of $4.3 mil.

TOTAL COST	$15.2 million
Federal Share	$12.2 million
State/Local Share	$3 million
Federal funds appropriated through FY '94	$7.9 mil.
Unfunded Federal share	$4.3 mil.

Mr. Chairman, I am extremely pleased to be appearing before you with my colleague from Nebraska, Representative Bereuter, to request final authorization for a bridge project over the Missouri River that would link Vermillion, South Dakota and the Newcastle, Nebraska area. Because of the enormous benefits offered by the construction of the bridge, the project has received widespread support in the Newcastle-Vermillion area for six decades, and as a result, we are hopeful that we can obtain the balance of the authorization needed so that this bridge can finally become a reality.

Previous authorization for this project is included in Section 1107 of the Intermodal Surface Transportation Efficiency Act of 1991. The total cost of the project is $16.9 million dollars and the Federal share of the project is $13.5 million. The project has received $8.9 million in Federal appropriations to date but still needs $4.6 million in additional Federal funding to complete the project. Mr. Chairman, we request a final authorization of $4.6 million to allow for the completion of the project.

The construction of the bridge will play a critical role in facilitating regional economic development and will greatly enhance the educational, recreational, and cultural opportunities for the several thousand residents. The bridge will benefit the region by providing a critical link to I-29, a major north-south corridor. Travel costs for interstate shipment of goods, natural resources and the travel of the general public will be reduced between the major cities of Minneapolis, MN, Fargo, ND and Sioux Falls, SD with Wayne, NE, Norfolk, NE and Denver, CO from I-90 and I-80.

In the immediate area of the proposed bridge, businesses are supportive of the project because of their interest in creating a larger work force and larger customer base. In addition, the bridge would benefit South Dakota's largest industry, agriculture, by reducing shipping distances and thus reducing costs. The bridge over the Missouri River would also be an efficient transportation link between two outstanding institutions of higher education -- Wayne State College in Wayne, Nebraska and the University of South Dakota in Vermillion, South Dakota. Further, this project will greatly increase access to medical services provided by the Dakota Medical Center in Vermillion. This is a particularly important service as currently two counties in this area of Nebraska -- Dixon and Cedar counties -- are designated "medically underserved counties." The bridge would decrease travel time for emergency services for residents of Dixon county by 60%.

We are joined in our support of the bridge by an impressive coalition of community organizations, local governments, businesses, individuals, and both state transportation agencies. The project is included in both the South Dakota and Nebraska State Transportation Improvement Plans and the alignment highways and the bridge are included in the proposed National Highway System that was submitted to Congress by the Administration. The State of South Dakota reinforced its strong commitment to the completion of the project by dedicating $1.9 million of its FY 1994 ISTEA allocations to the bridge. As you may know, the original version of the FY '94 Transportation Appropriations bill included $2.4 million for the construction of the bridge, however the funding was removed from the bill by an amendment offered by Chairman Mineta during full House consideration of the bill. The result for South Dakota is that it is receiving approximately an additional $1.9 million in federal-aid highway allocations rather than the $2.4 million that would have been allocated to South Dakota for the Vermillion-Newcastle bridge project in the original bill. Because of the State's strong commitment to the project the State has dedicated the additional $1.9 million in ISTEA allocations to the bridge project to help bring the project a step closer to securing full funding. The bridge project has also enjoyed the support of all four Senators from our two states.

Planning for the bridge continues to move swiftly forward and the South Dakota Department of Transportation projects that construction will begin in FY 1996. Environmental, preliminary engineering, and archaeological assessments are nearing conclusion and public hearings are being scheduled to coincide with assessment completion. Planning and design work will be accelerated in 1994 following the last public hearing and the State of South Dakota will purchase up to 454 acres of land adjacent to the project site from a willing seller which will enable the Corp of Engineers to continue their bank stabilization planning, permitting and design work. Following the purchase of the land by the State of South Dakota this year, the U.S. Army Corps of Engineers will advance necessary bank stabilization activities in FY 1995.

Mr. Chairman, I am also requesting the final authorization for a bridge over the Missouri River that would link Niobrara, Nebraska and the Springfield, South Dakota area. This is a joint request by Representative Barrett and I, however I know that Representative Bereuter continues to support the project as well even though it is no longer in his district. Attempts to link Highway 37 and Highway 14 over the Missouri River have been in existence since the 1920's and as a result, we are all hopeful that the balance of the authorization needed can be obtained so that this bridge project can also become a reality in the near future.

Previous authorization for this project is included in the Surface Transportation and Relocation Act of 1987 and the ISTEA. The total cost of the project is $15.2 million and the Federal share of the project is $12.2 million. The project has received $7.9 million in Federal appropriations to date but still needs $4.3 million to complete the project. Mr. Chairman, Representative Barrett and I request a final authorization of $4.3 million to allow for the completion of the project.

The construction of the bridge will complete a north-south highway corridor that stretches across Canada, the United States, and Mexico and create an interstate link through an area that presently lacks economic diversity and adequate access to basic public health and safety facilities. The bridge will improve the number of grain and livestock market facilities available to farmers and ranchers in the area; increase accessibility to Missouri River based tourist attractions; provide increased access to the newly organized

Oyate Trail (SD 18) that is designed to enhance area tourism and travel from southeastern South Dakota to the Black Hills; open new markets and provide additional labor markets for businesses; and increase coordination and cooperation of existing public services on both sides of the river.

Additionally, the bridge would provide access for the Ponca and Santee Sioux Indian Tribes in Nebraska to the Indian Health Hospital in Wagner, South Dakota. For example, over 1200 persons live on the Santee Sioux reservation just southeast of Niobrara, Nebraska. Currently, the quickest route between the Santee Sioux and Wagner is a 90 mile trip using US Highway 281. Health care personnel from the Indian Health Service in Wagner must travel to the reservation three to four times per week which amounts to annual travel of nearly 30,000 miles. In addition, the hospital receives over 1,600 emergency telephone calls per year from the Santee Reservation. A link between Highway 14 and Highway 37 over the Missouri River would cut the travel distance between the Santee Sioux and the Wagner Indian Health Hospital by 50 percent and significantly increase the efficiency and accessibility of the health care services to the tribe. Equally important to Native Americans is an interest by five area tribes to enter into joint economic ventures. The finalization of this project will greatly enhance the economic viability of area reservations.

Both the South Dakota Department of Transportation and the Nebraska Department of Roads are committed to securing the necessary Federal funding for the completion of this bridge project. The project is included in both states' Transportation Improvement Program. In addition, approximately 56 communities and Native American tribes in South Dakota and Nebraska have pledged their support for the bridge project. The Bureau of Indian Affairs has also expressed its support of the project.

Planning continues to move forward on this project and the Nebraska Department of Roads expects to begin construction in FY 1996. The preliminary subsurface foundation work was completed in 1992. The alignment hearing was held in February of 1993 and the draft Environmental Impact Statement has been prepared with the determination that environmental impacts will be minimal. A consultant has been retained to prepare the design for this structure.

II. South Dakota Projects

The South Dakota Department of Transportation has requested that I seek authorization for three projects that are of great importance to South Dakota, but that will be virtually impossible to complete because of the current backlog of needs that the SD DOT faces without the assistance of additional Federal funds. The projects include:

The Heartland Expressway, Segment 2
REQUEST: Authorization of $22.81 mil.

TOTAL COST	$27.9 million
Federal Share	$22.81 million
State Share	$5.7 million

Eastern Dakota Expressway, Phase 1
REQUEST: Authorization of $22.3 mil.

TOTAL COST	$27.9 million
Federal Share	$22.32 million
State Share	$5.58 million

Hell Canyon Bridge
REQUEST: Authorization of $17.334 million

TOTAL COST	$21.667 million
Federal Share	$17.334 million
State Share	$4.333 million

The Heartland Expressway is 195.7 miles long and connects Rapid City, South Dakota with Scottsbluff, Nebraska. This corridor is designated a High Priority Corridor by the ISTEA and 81.5 miles of the

corridor are in South Dakota. A feasibility study was complete in December 1993 which found that 51.7 miles in South Dakota are feasible as a 4-lane expressway with the other 29.8 miles feasible as a Super 2-lane highway. The estimated cost to construct the entire combination 4-lane/2-lane segments in South Dakota is $83.1 million.

The State of South Dakota has broken the corridor into four segments for construction: Segment 1 is SD 79 from Rapid City to Hermosa; Segment 2 is a 4-lane connection from I-90 to SD 79; Segment 3 is a 4-lane expressway on SD 79 from Hermosa to the Junction with US 18 at Hot Springs; and Segment 4 is a Super 2-lane on US 385 from the Junction of US 18 at Hot Springs to the Nebraska border. Segment 1 has a total cost of $17.6 million which will be financed using funding authorized in Section 1105(c)(14) of ISTEA. Construction of Segment 1 is planned for FY 1995.

As previously mentioned, Segment 2 is a 4-lane connection from I-90 to SD 79 in Rapid City. It will be a 4-lane divided expressway with controlled access. The project will begin with a new interchange at I-90, proceed southward where an interchange will be constructed at SD 44, and will continue south and west to connect with a new interchange at SD 79. The total cost of constructing Segment 2 is $28.5 million and the Federal share of the project is $22.8 million. Mr. Chairman, today I would like to request an increase in authorization for the Heartland Expressway of $22.8 million to allow for the construction of Segment 2 of the Heartland Expressway in South Dakota.

The entire Heartland Expressway is on the National Highway System that was submitted to Congress by the Administration. Segment 2 of the project has regional support from local Chambers of Commerce, the Black Hills Council of Governments and the Rapid City Metropolitan Planning Organization. The South Dakota Transportation Commission has programmed the Heartland Expressway in the Statewide Transportation Improvement Program for Project Development.

The feasibility study has determined that the project is economically feasible and the study's environmental overview suggests that it is not likely that any environmental impacts will be so critical that they cannot be avoided or mitigated during construction. This is primarily because most of the alignments are being processed along existing highway routes. A segment of the highway between the SD 79 Interchange and SD 44 will be on a new alignment. The project is needed to eliminate an undesirable situation due to high levels of congestion on both St. Patrick Street, and Cambell Street. There were 162 accidents along the present truck route from 1984-1987 and this project is expected to significantly reduce this high accident rate. An environmental assessment Southeast Truck Route Connection was prepared for this segment and the FWHA issued a Finding No Significant Impact for the Southeast Truck Route Connection on October 12, 1989.

Land surveys and preliminary engineering is in progress for Segments 1 and 2 from I-90 at Rapid City to Hermosa. Right-of-Way acquisition for Segment 2 is expected to begin in FY 1994 and construction is scheduled for FY 1996 if Congress appropriates the necessary funds.

Another project that the SD DOT has identified as important is the construction of the Regional Tade Center Proposal of the Eastern Dakota Expressway Project. This proposal would connect all population centers of 10,000 and greater to the Interstate Highway System via a 4-lane highway. There are approximately 154 miles of the Regional Trade Center Proposal of the Eastern Dakota Expressway which are economically feasible. The State has broken the Regional Trade Center Proposal into three segments for construction: Phase I connects Huron to I-90 at Mitchell; Phase II connects the State capital to I-90; and Phase III connects Aberdeen to I-29. The estimated cost to construct the entire Regional Trade Center Proposal is approximately $130 million.

As mentioned previously, Phase I would connect Huron to Mitchell and is approximately 49 miles long. The total cost of Phase I is $27.9 million and the Federal share is $22.32 million. Mr. Chairman, I would

like to request an authorization of $22.32 million to allow the completion of Phase I of the Regional Trade Center Proposal of the Eastern Dakota Expressway.

All segments of the Eastern Dakota Expressway are on the National Highway System that was submitted to Congress by the Administration. Phase I of the Regional Trade Center Proposal is included in the State Transportation Improvement Program for Project Development. A feasibility study has been completed on the Eastern Dakota Expressway which shows that the Regional Trade Center connections are economically feasible. The project will support economic development by reducing travel time and allowing safer movement of commercial traffic. This will also result in improved energy efficiency. Preliminary engineering and environmental analysis have been done on the entire Regional Trade Center Proposal. The survey work is complete and the Right-of-Way has been purchased on Phase I from Mitchell to SD 34. The State of South Dakota has informed me that the project will be fast-tracked if the Federal funds are secured and construction could begin within 6-9 months once funding is in place.

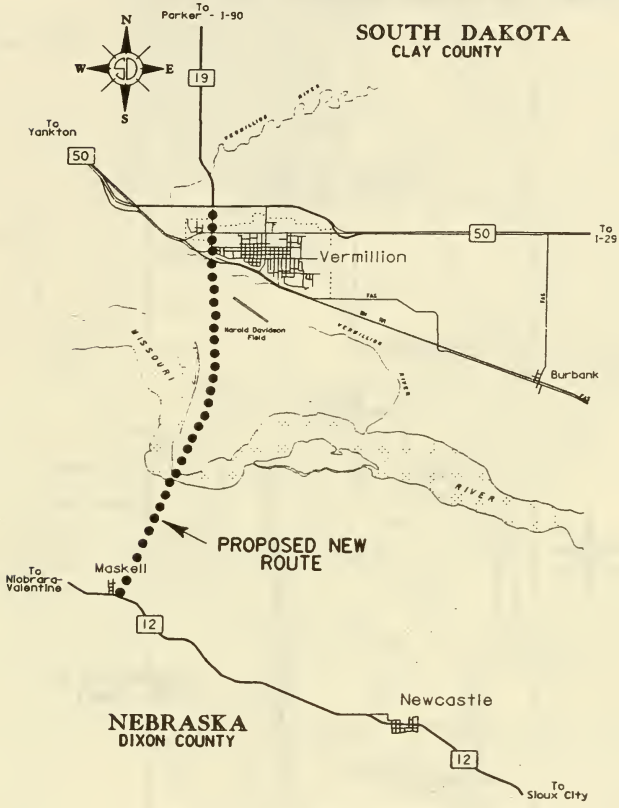
The final project that I am requesting authorization for today is a project that would traverse Jewel Cave National Monument on a new alignment and end one-half mile east of the Monument's eastern border. The State of South Dakota proposes to construct and surface this segment of US 16 and construct an 1800 foot bridge across the Hell Canyon. The proposed bridge will span the canyon 300 feet above the canyon floor. Total cost of the project is $21.7 million and the Federal share is $17.3 million. Mr. Chairman, I am requesting an authorization of $17.3 million to allow for the completion of this project.

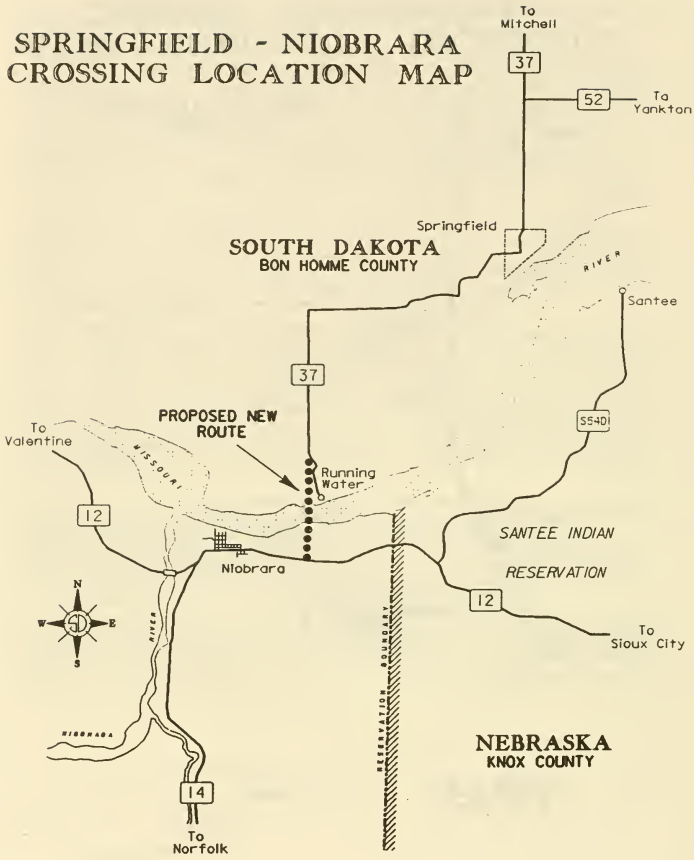
The project would increase driver safety by replacing the existing narrow, winding road. The current road is 20 feet wide with no shoulders, steep grades, and 19 narrow curves. Numerous vehicle accidents and deaths have occurred on the highway. Varying grade from 3% to 7% are difficult for trucks to negotiate and as a result traffic is impeded. A newly designed road would enhance the flow of traffic and goods and result in fuel savings, congestion mitigation, and improved safety. Additionally, the project would reduce the environmental impacts to Jewel Cave National Monument both during and after construction. Using a new alignment along the ridge line, construction impacts to the National Monument will be greatly reduced and drainage from runoff or potential spillage from fuel tankers into the caverns will be minimized. The preferred alternate has no sharp curves, a moderate gradeline and it is located where sunlight will reach the road, thus minimizing icing conditions and safety concerns.

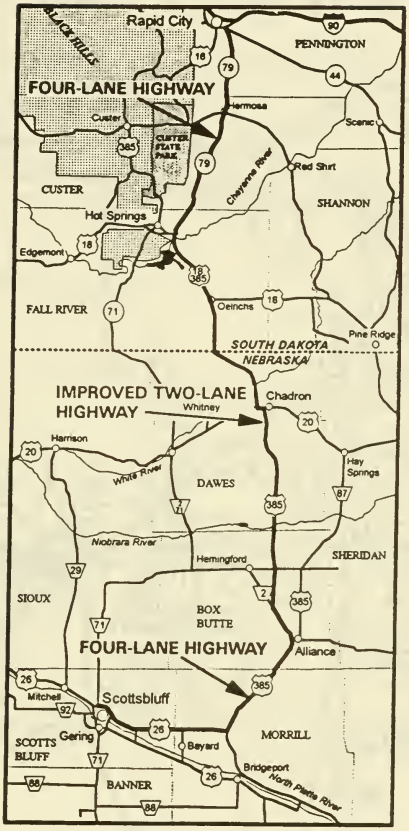
US 16 is included on the National Highway System that the Administration submitted to Congress and the project is included in the State Transportation Improvement Program for Project Development. Preliminary engineering elements such as survey and cross sections have been prepared. An environmental assessment for the project was approved by the FWHA. The US Forest Service and the National Park Service have concurred in the Section 4(f) Evaluation. If project funding is secured, the State of South Dakota will advance the engineering and construction of the project as rapidly as possible and the State feels that construction of the project could be let to contract in FY 1995.

Mr. Chairman, I again want to express my appreciation to you for taking the time to listen to my requests. I appreciate your past support of the transportation needs of South Dakota and would be happy to answer any questions relative to the projects for which I am requesting authorizations. I have also included several maps with my testimony which show where each of the projects are located. Thank you again for you time.

VERMILLION BRIDGE CROSSING LOCATION MAP

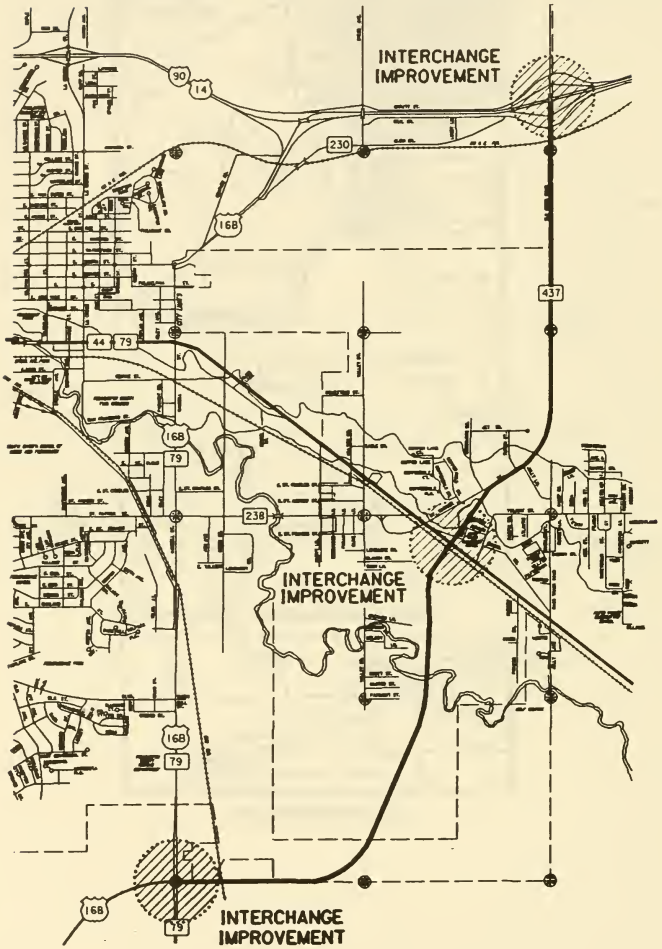



SPRINGFIELD - NIOBRARA
CROSSING LOCATION MAP
To Mitchell
37
52
To Yankton
Springfield
SOUTH DAKOTA
BON HOMME COUNTY
RIVER
Santee
37
S54D1
PROPOSED NEW ROUTE
To Valentine
MISSOURI
Running Water
12
Niobrara
SANTEE INDIAN
RESERVATION
12
To Sioux City
N
W
E
S
RIVER
NIOBRARA
RESERVATION BOUNDARY
NEBRASKA
KNOX COUNTY
14
To Norfolk



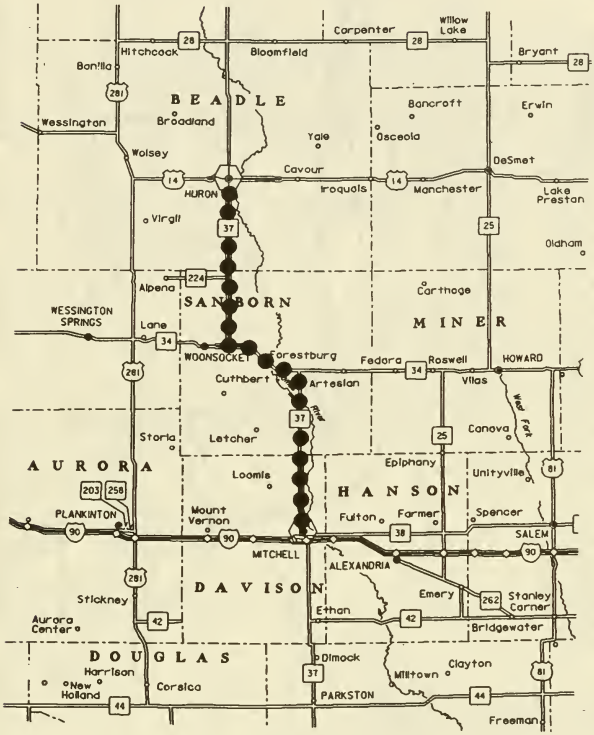
SELECTED ROUTE

SEGMENT 2
I-90 to SD79 In Rapid City



EASTERN DAKOTA EXPRESSWAY

PHASE I - Huron to Mitchell



HELL CANYON-U.S HWY 16

CUSTER COUNTY, SOUTH DAKOTA

CONGRESSIONAL PROJECT SPECIFIC AUTHORIZATION PROPOSALS

FHWA'S RECOMMENDED NATIONAL HIGHWAY SYSTEM
FT. YATES
STANDING ROCK INDIAN RESERVATION
CHEYENNE RIVER INDIAN RESERVATION
EAGLE BUTTE
LOWER BRULE INDIAN RES.
LOWER BRULE
ROSEBUD INDIAN RESERVATION
PINE RIDGE INDIAN RESERVATION
PINE RIDGE
FLANDREAU
MARTY
LEGEND
Interstate
Primary
Congressional High Priority Corridor
Other IHS Routes
TRIBAL HEADQUARTERS
Major Intermodal Terminal
Major Airport
Military Installation
Major River Port
Dec 10, 1993

STATEMENT

OF

CONGRESSMAN JAY KIM

BEFORE THE

HOUSE PUBLIC WORKS AND TRANSPORTATION

SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 8, 1994

* * *

GOOD MORNING. THANK YOU MR. CHAIRMAN, AND MR. PETRI, FOR ALLOWING ME THE OPPORTUNITY TO TESTIFY ON BEHALF OF SEVERAL PROJECTS THAT I BELIEVE ARE VITALLY IMPORTANT TO THE REGION I REPRESENT.

THE FIRST PROJECT IS A REQUEST FOR THE FINAL $9.9 MILLION NEEDED TO COMPLETE THE ONTARIO INTERNATIONAL AIRPORT GROUND ACCESS PROGRAM. THE FUNDING WAS APPROVED BY THE APPROPRIATIONS COMMITTEE LAST YEAR, BUT WAS STRICKEN ON A POINT OF ORDER FROM THE FY 1994 TRANSPORTATION APPROPRIATIONS BILL.

THE COMPLETION OF THIS PROGRAM IS VITAL TO INTEGRATE THE GROUND ACCESS ROAD NETWORK WITH THE PLANNED NEW TERMINAL IMPROVEMENT AT THE ONTARIO INTERNATIONAL AIRPORT. FURTHER FUNDING DELAYS WILL RESULT IN HIGHER COSTS AND COMPLICATE THE TERMINAL IMPROVEMENT WHICH IS SCHEDULED TO BEGIN LATER THIS YEAR.

THE GROUND ACCESS PROGRAM, WHICH BEGAN IN 1986, IS A $136 MILLION COOPERATIVE EFFORT THAT INCLUDES FEDERAL, STATE, LOCAL AND PRIVATE FUNDING. THIS FUNDING REQUEST IS NOT FOR A NEW PROJECT BUT IS SIMPLY THE LAST REQUEST NECESSARY TO SUCCESSFULLY COMPLETE THE ENTIRE ON-GOING PROGRAM.

SECONDLY, I AM ASKING YOUR SUPPORT FOR A CRITICALLY NEEDED HIGHWAY WIDENING PROJECT THAT IS VITAL FOR PUBLIC SAFETY. SPECIFICALLY, I AM REQUESTING $40 MILLION TO WIDEN A THREE-MILE STRETCH OF STATE ROUTE 71 WHICH RUNS SOUTH ABOUT SEVENTEEN MILES FROM INTERSTATE 10 IN LOS ANGELES COUNTY THROUGH SAN BERNADINO COUNTY TO THE 91 FREEWAY IN RIVERSIDE COUNTY.

ROUTE 71 IS A MAJOR COMMUTER ROUTE BETWEEN LOS ANGELES, ORANGE AND SAN BERNADINO COUNTIES, AND HAS BEEN DESIGNATED BY THE STATE OF CALIFORNIA FOR INCLUSION IN THE NATIONAL HIGHWAY SYSTEM. IT WILL BE A FOUR-LANE DIVIDED FREEWAY EXCEPT FOR ONE THREE-MILE SECTION THAT CONNECTS WITH THE 91 FREEWAY.

THIS STRETCH OF ROUTE 71 IS A NARROW, TWO-LANE UNDIVIDED HIGHWAY THAT IS ONE OF THE MOST DANGEROUS STRETCHES OF ROAD IN THE STATE OF CALIFORNIA AND IS KNOWN TO MY CONSTITUENTS AS "BLOOD ALLEY." INDEED, ACCIDENT AND FATALITY RATES ON THIS STRETCH OF ROUTE 71 HAVE GREATLY EXCEEDED EXPECTED RATES.

JUST LAST DECEMBER, A RIVERSIDE COUNTY SUPERIOR COURT RULED AGAINST THE CALIFORNIA DEPARTMENT OF TRANSPORTATION IN A WRONGFUL DEATH JUDGEMENT THAT REQUIRES CALTRANS TO PAY $2.8 MILLION TO THE SURVIVING FAMILY OF A WOMAN WHO WAS KILLED IN A HEAD-ON COLLISION ON ROUTE 71. THERE ARE AT LEAST SEVEN MORE WRONGFUL DEATH CLAIMS PENDING.

THE BOTTLENECK THAT IS CREATED BY THE SUDDEN CHANGE FROM A FOUR-LANE DIVIDED FREEWAY TO A TWO-LANE UNDIVIDED ROAD IS ALREADY DANGEROUS. BUT CURRENT DAILY TRAFFIC OF 25,000 VEHICLES IS EXPECTED TO INCREASE TO OVER 65,000 VEHICLES PER DAY BY 2015. IF ROUTE 71 IS NOT DIVIDED AND WIDENED TO FOUR LANES, THE ACCIDENT AND FATALITY RATE ON THIS ROAD WILL ONLY INCREASE. THIS IS A VITAL SAFETY ISSUE.

THE TOTAL COST FOR A MINIMUM FOUR-LANE FACILITY IS ESTIMATED TO BE $52 MILLION WHICH INCLUDES A $12 MILLION CONTRIBUTION FROM ORANGE COUNTY ASSOCIATED WITH THE CORPS OF ENGINEERS' SANTA ANA RIVER MAINSTEM PROJECT THAT HAS ALREADY BEEN PROGRAMMED TO REALIGN AND ELEVATE, IN-KIND, 1.3 MILES OF THE EXISTING TWO-LANE FACILITY ABOVE THE NEW PRADO DAM RESERVOIR LEVEL. THIS FUNDING WILL RESULT IN A 23% LOCAL CONTRIBUTION.

I AM ALSO REQUESTING THE INCLUSION OF THE TRANSPORTATION CORRIDOR AGENCY'S EASTERN TRANSPORTATION CORRIDOR IN ORANGE COUNTY IN THE NATIONAL HIGHWAY SYSTEM, AND TO PROVIDE A $10 MILLION LOAN GUARANTEE AUTHORIZATION RELATING TO TOLL REVENUES IN ACCORDANCE WITH PUBLIC LAW 102-388 SECTION 339.

THE EASTERN TRANSPORTATION CORRIDOR IS BEING PLANNED, FINANCED AND WILL BE OPERATED BY THE TCA, A PUBLIC JOINT POWERS AGENCY FORMED IN 1986 BY THE CALIFORNIA STATE LEGISLATURE. THE CORRIDOR WAS IDENTIFIED IN THE 1987 SURFACE TRANSPORTATION ACT AS A DEMONSTRATION TOLL FACILITY, ELIGIBLE FOR 35% FEDERAL FUNDING. NO FEDERAL FUNDS HAVE BEEN APPLIED FOR TO DATE.

I HAVE ALSO REQUESTED FUNDING FOR THREE SMALLER HIGHWAY PROJECTS INCLUDING THE COMPLETION OF TWO MAJOR ARTERIALS IN THE CITY OF CHINO HILLS, AND AN INTERCHANGE IMPROVEMENT IN THE CITY OF BREA.

I WOULD LIKE TO INTRODUCE MAYOR GARY LARSON OF CHINO HILLS, WHO IS HERE TO TESTIFY ON BEHALF OF THE PROJECTS THAT DIRECTLY IMPACT THE CITY OF CHINO HILLS; AND LEROY BENDER, THE CITY ENGINEER FOR THE CITY OF ONTARIO, WHO IS HERE TO TESTIFY ON THE ONTARIO INTERNATIONAL AIRPORT GROUND ACCESS PROGRAM.

AGAIN, THANK YOU FOR CONSIDERING THESE PROJECTS. I AM HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.

Congressman Mike Kopetski

Testimony before the Subcommittee on Surface Transportation

March 8, 1994

Chairman Rahall, let me begin by thanking you for the opportunity to testify before your subcommittee today. On several occasions, I have spoken directly with you to discuss important transportation needs to my Congressional District and the State of Oregon. I appreciate your willingness to consider these needs as your subcommittee crafts National Highway System legislation.

I recognize fully the difficult task this subcommittee has undertaken. I commend your leadership and offer my assistance in the coming months as you prioritize, draft and introduce legislation, and move towards the House floor.

I will keep my remarks brief. For the record, I include a longer detailed statement outlining the needs of the Fifth Congressional District and Oregon.

For a decade, I have worked in the Oregon State Legislature and now in the Congress to correct the major infrastructure deficiency in the State of Oregon. This major infrastructure deficiency is Interstate 5 through Salem, Oregon's Capitol City. Interstate 5 is the major thoroughfare through Oregon and my Congressional District. Each year over $30 billion in economic activity is slowed considerably on Interstate 5 through Salem. Salem, Oregon's third largest city, is the only major city in Oregon and along the I-5 system still served by a four lane freeway. This stretch of Interstate 5 constructed in the 1950's is unable to handle current traffic. And the traffic flow through Salem is expected to double in the next 25 years.

I want to stress the economic importance of this section of Interstate 5 through Salem. I-5 is not only the major economic thoroughfare through Oregon but also the major roadway between San Francisco (and California) and Seattle (and Washington state). Additionally, I-5 links up with Interstate 84, the major East/West connection to the Pacific Northwest. I-5

at Salem also serves as a gateway to Oregon's coast and the growing tourism trade.

With this in mind, I respectfully and with some urgency, request this subcommittee increase substantially the $6.0 million authorized previously under Section 1107 of ISTEA. The total cost of this project is $145,141,000. The I-5 project, with the complete support of Governor Barbara Roberts, the Oregon Department of Transportation, and the entire Oregon Congressional Delegation will widen nine miles of interstate and make necessary improvements to three interchanges. This is the number one priority project of the Oregon Department of Transportation.

A united Oregon has brought this project to the Congress annually for some time. On several occasions, the Governor of Oregon has testified to the importance of this project, as has the Director of the Oregon Department of Transportation. Oregon's House Delegation is also in strong support of this project. Congressman DeFazio, a Member of the House Public Works and Transportation Committee, is working with the Committee on behalf of Oregon. This subcommittee has been provided with a thorough description of the I-5 project, including detailed answers to questions posed to transportation interests by this subcommittee. For the record, I include of copy of the questions and responses for the I-5 project.

Mr. Chairman, I cannot overstate Oregon's need to rectify this deficiency or my adamant support for this project.

At this point, let me mention briefly several additional important projects to my Congressional District. All of these projects were covered in the material submitted to the subcommittee by Congressman DeFazio and the Oregon Department of Transportation.

<u>High Speed Rail (language and project authorization)</u>

As you know, the Pacific Northwest High-Speed Rail Corridor is one of only five regions to receive a special federal designation. This project is designed to provide high-speed rail passenger service from Eugene, Oregon, through my Congressional District and the Willamette Valley in Oregon, to Vancouver, British Columbia.

This project has the strong support of communities and governmental bodies throughout the entire Pacific Northwest. In fact, the Oregon State Legislature allocated $10 million for high-speed rail development to be used to match federal funding. High-speed rail will add a valuable component to region's transportation infrastructure alleviating current congestion and absorbing anticipated growth. The Pacific Northwest continues to experience rapid population growth which is straining current transportation facilities. High-speed rail, in Oregon and throughout the country, will reduce congestion in an energy efficient manner, improve air quality, decrease travel time, and enhance business, industry and trade opportunities.

The estimated cost of implementing high-speed rail service in the Pacific Northwest High-Speed Rail Corridor is $1.2 billion - $1.3 billion. It is estimated the project will take between six and 10 years to complete. The region's goal for fully operational high-speed rail service is the year 2000. I encourage the subcommittee to work with the region to make the Pacific Northwest High-Speed Rail Corridor a reality at the earliest possible date.

South/North Corridor Project Authorization

As described in materials provided to the subcommittee, "The South/North Project is a bi-state undertaking to provide a high capacity transit link between Clackamas County, Oregon, Portland, Oregon and Clark County, Washington. The South/North Corridor Project would be the third link in the regional high capacity system, connecting with the already completed Eastside LRT line and the currently under construction Westside LRT line."

I have been involved actively in the development of this project since coming to the Congress. It is of extreme interest and importance to my constituents in Clackamas County and to the Portland Metropolitan region. Mr. Chairman, I am extremely supportive of this project. However, as the region develops a preferred route and service area, I may have additional views from the Fifth Congressional District to bring to the attention of the subcommittee. The subcommittee has been provided with "draft" authorization language for this project.

U.S. 101

The Subcommittee has been provided with materials detailing several important projects on U.S. Highway 101. With the maturation of the tourism industry in Oregon, U.S. 101's economic importance grows annually in Oregon and the Pacific Northwest.

Oregon and Washington request jointly a total of $5 million ($2.5 million for each state) for the U.S. 101 Corridor to further develop the Tri-State Pacific Coast Scenic Byway. Oregon will apply the funds to scenic and recreational improvement projects. The projects will promote preservation and enhancement of valuable resources while also improving economic mobility and regional capabilities. Importantly, matching funds will be available from both Oregon and Washington. In addition to my strong support, this request is supported at the community level by community and grassroots activists.

Salem Transit Transfer Station

The Salem Transit District is seeking to move its transit transfer station from a congested community street to a one-half block, ground level transit transfer station to accommodate buses and passenger facilities. The current facility is totally inadequate for the volume of ridership the Salem Area Mass Transit District serves. The total cost for the project is $3.5 million.

This facility will centralize all transit operations in the downtown area. Road supervisors, public information services, transit operators, and telephone information facilities will all be housed in the new transit transfer station. The project is partially funded and includes a match from the transit district. To complete the transit transfer station, I request an authorization of $1.8 million.

Mr. Chairman, I greatly appreciate this opportunity to appear today. As mentioned, all of the above projects are covered in detail in the information provided to you by Congressman DeFazio and the Oregon Department of Transportation. If I can supplement this information or answer any questions you may have, please feel free to contact me as you develop this important legislation.

Thank you Mr. Chairman.

TESTIMONY OF

RON LAMB
EXECUTIVE DIRECTOR
GREATER LOS ANGELES TRANSPORTATION COALITION
AND
VICE PRESIDENT
LOS ANGELES AREA CHAMBER OF COMMERCE

BEFORE THE
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION
MARCH 8, 1994

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE:

THANK YOU FOR THE OPPORTUNITY TO BE HERE TODAY.

MY NAME IS RON LAMB. I SERVE AS THE EXECUTIVE DIRECTOR OF THE GREATER LOS ANGELES TRANSPORTATION COALITION AND AS VICE PRESIDENT OF THE LOS ANGELES AREA CHAMBER OF COMMERCE. I AM PLEASED TO REPRESENT THE LOS ANGELES TRANSPORTATION COMMUNITY AND EXPRESS OUR STRONG SUPPORT FOR SURFACE TRANSPORTATION PROGRAMS AND PROJECTS WHICH WE BELIEVE SHOULD BE INCLUDED IN LEGISLATION DESIGNED TO AUTHORIZE THE NATIONAL HIGHWAY SYSTEM (NHS).

LOS ANGELES IS THE SECOND LARGEST URBANIZED AREA IN THE COUNTRY, WITH A POPULATION THAT IS SURPASSED BY ONLY FOUR STATES IN THE NATION OTHER THAN CALIFORNIA. ACCORDING TO RECENT PROJECTIONS, WE WILL ADD ABOUT FIVE (5) MILLION PEOPLE TO OUR AREA BETWEEN NOW AND THE YEAR 2010. LOS ANGELES COUNTY ALONE IS EXPECTED TO DOUBLE ITS POPULATION BY THE YEAR 2040.

WE IN THE BUSINESS COMMUNITY, LABOR COMMUNITY, AND PUBLIC SECTOR RECOGNIZE THE EXPANDED ECONOMIC OPPORTUNITY WHICH SHOULD

RESULT FROM OUR POPULATION GROWTH, AND OUR STRATEGIC POSITION ON THE PACIFIC RIM. WE ARE ALSO ACUTELY AWARE OF THE NEED TO ADDRESS THE CRITICAL CHALLENGES CONFRONTING SOUTHERN CALIFORNIA – ESPECIALLY IMPROVING MOBILITY AND AIR QUALITY.

TODAY THESE CHALLENGES ARE MORE CRITICAL THAN EVER. THE LOS ANGELES AREA FACES SOME OF THE MOST STRINGENT AIR QUALITY REGULATIONS IN THE NATION, AS PROPOSED BY THE ENVIRONMENTAL PROTECTION AGENCY'S FEDERAL IMPLEMENTATION PLAN. UNDER AN ORDER FROM THE 9TH CIRCUIT COURT OF APPEALS, EPA MUST IMPOSE AIR QUALITY REGULATIONS ABOVE AND BEYOND WHAT IS BEING DONE ON THE STATE AND LOCAL LEVELS. MANY OF THESE MEASURES ARE TARGETING THE MOST SERIOUS CONTRIBUTORS TO SMOG – AUTOMOBILES. TO AID IN THE EFFORT TO ATTAIN THESE FEDERALLY MANDATED AIR QUALITY STANDARDS, WE MUST DO WHAT WE CAN TO PROVIDE ALTERNATIVE MODES OF TRANSPORTATION TO THE PEOPLE OF LOS ANGELES.

RAIL RAPID TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT ARE KEY PARTS OF THE STRATEGY TO MAINTAIN MOBILITY AND IMPROVE AIR QUALITY THROUGHOUT SOUTHERN CALIFORNIA. THE BUSINESS COMMUNITY'S COMMITMENT TO THE METRO SYSTEM IS DEMONSTRATED BY THE SIGNIFICANT CONTRIBUTION TO THE STATION CONSTRUCTION COSTS THROUGH THE ESTABLISHMENT OF BENEFIT ASSESSMENT DISTRICTS. MOREOVER, WE BELIEVE IT IS ESSENTIAL TO CONTINUE TO STRENGTHEN OUR PARTNERSHIP WITH CONGRESS, SO THAT WE MAY FULLY ADDRESS THEE SIGNIFICANT TRANSIT NEEDS OF SOUTHERN CALIFORNIA — FOR IT IS ONLY THROUGH THIS COOPERATIVE EFFORT THAT LOS ANGELES WILL BE ABLE TO MEET THE MOBILITY CHALLENGES OF TODAY AND TOMORROW. WE BELIEVE THAT

CONTINUED CONGRESSIONAL SUPPORT MAY, IN LARGE MEASURE, DETERMINE WHETHER WE ARE ABLE TO CAPITALIZE ON THE TREMENDOUS POTENTIAL BENEFITS AFFORDED BY EXPANDED ECONOMIC OPPORTUNITY.

IN 1990, THE VOTERS OF CALIFORNIA MADE A MAJOR COMMITMENT TO THE FUTURE OF OUR STATE TRANSPORTATION SYSTEM WHEN THEY APPROVED A TEN (10) YEAR, $18.5 BILLION TRANSPORTATION IMPROVEMENT PROGRAM. PAST ADMINISTRATIONS HAVE INDICATED THAT STRONG STATE AND LOCAL TRANSPORTATION FUNDING COMMITMENTS ARE NECESSARY. WE BELIEVE THAT CALIFORNIA HAS RISEN TO THAT CHALLENGE. NOT ONLY HAVE WE BEEN WILLING TO RAISE MONEY AT THE LOCAL LEVEL THROUGH LOCAL SALES TAXES, BUT THE STATE HAS MADE THE MAJOR COMMITMENT OF A NINE (9) CENT INCREASE IN THE GASOLINE TAX OVER THE PAST FOUR YEARS.

ALTHOUGH THE MEASURE APPROVED BY THE VOTERS PROVIDES CRITICAL HELP IN FUNDING OUR TRANSPORTATION IMPROVEMENT PROGRAM, THERE IS THE EQUALLY ESSENTIAL NEED FOR THE FEDERAL GOVERNMENT TO ASSUME IT RESPONSIBILITY TO ASSIST IN THESE INVESTMENTS. IT IS ENCOURAGING TO SEE THAT THE PERCENTAGE OF FEDERAL INVESTMENT IN TRANSIT HAS BEEN INCREASED SUBSTANTIALLY IN THE AUTHORIZATION OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT. WE PARTICULARLY FEEL THAT WHERE STATE AND LOCAL COMMITMENT HAS BEEN MADE, THE FEDERAL GOVERNMENT ALSO NEEDS TO ASSUME IT RIGHTFUL SHARE BY FULLY FUNDING THE TRANSIT LEVELS AUTHORIZED IN ISTEA. THE IMPORTANCE OF THESE STATE AND FEDERAL DOLLARS CANNOT BE OVERSTATED.

WE IN LOS ANGELES URGE CONGRESS TO CONSIDER THE CRISIS THAT WE ARE FACING. OUR GROWTH CANNOT BE SUPPORTED OR SUSTAINED

WITHOUT A CORE SYSTEM AS AN ESSENTIAL AND INTEGRAL PART OF OUR TRANSPORTATION NETWORK. WE ASK FOR YOUR SUPPORT FOR AN INVESTMENT IN THE FUTURE. BY INCLUDING THE METRO RED LINE, THE ALAMEDA CORRIDOR, AND THE INTERMODAL GATEWAY PROJECT IN LEGISLATION TO AUTHORIZE THE NATIONAL HIGHWAY SYSTEM, WE ARE HELPING TO INSURE FEDERAL SUPPORT FOR THESE PROJECTS IN THE LONG TERM.

THE GREATER LOS ANGELES TRANSPORTATION COALITION, A PUBLIC/PRIVATE PARTNERSHIP OF LABOR, ELECTED OFFICIALS, COMMUNITY REPRESENTATIVES AND THE BUSINESS COMMUNITY, STANDS READY TO WORK WITH YOU AND OUR PUBLIC OFFICIALS AT THE STATE AND LOCAL LEVEL – WE ASK FOR YOUR HELP AS A PARTNER IN THIS EFFORT.

THANK YOU.

///

BEFORE
THE U.S. HOUSE OF REPRESENTATIVES
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION
CHAIRMAN HONORABLE NICK J. RAHALL

TESTIMONY ON 1994 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT AND NATIONAL HIGHWAY SYSTEM DESIGNATION

MARCH 15, 1994

PRESENTED BY
THE HONORABLE GARY LARSON
MAYOR
CITY OF CHINO HILLS, CA

TESTIMONY

71 FREEWAY CONSTRUCTION SAN BERNARDINO COUNTY/RIVERSIDE COUNTY LINE TO THE 91 FREEWAY (RIVERSIDE COUNTY)

Mr. Chairman and Members of this distinguished Subcommittee, I am pleased to come before you to point out that the City of Chino Hills is the newest incorporated City in San Bernardino County that incorporated in December of 1991 in Southern California, and as you know, California is the most populated State in the Country and the center of the fastest population growth in the United States today.

On January 7, the City was pleased to respond to the invitation of the Subcommittee to submit a request for line item project authorization. The City submitted three separate projects, one of those projects that is of very high regional significance is the completion of the 71 freeway from the San Bernardino County/Riverside County line to the 91 freeway.

The project requested is not only an essential roadway that provides access to Los Angeles County, Riverside County, and Orange County affecting the cities of Ontario, Pomona, Chino Hills, Chino, and Corona but also implements vital interstate connections within California that will possibly decrease congestion on the parallel 57 freeway and reduce pollutant emissions as well as increase the public safety on this stretch of the 71.

The 71 freeway extends south from the 10 freeway in Los Angeles County to the 91 freeway in Riverside County. During the summer of 1994, construction will begin on the section of the 71 freeway within the San Bernardino County limits. This upgrading is funded through local Measure I funds and will cost approximately $250 million. The freeway will be upgraded from the two lane expressway to a six lane freeway with two high occupancy vehicle lanes (HOV).

At the San Bernardino County/Riverside County line, the last stretch of the 71 freeway extending to the 91 freeway (all within the limits of Riverside County) will remain a two lane expressway. The existing condition of this two lane expressway is substandard due to narrow widths of the existing roadway. Over the past 6 years there have been 206 accidents on this stretch alone resulting in 14 fatalities earning this freeway the nickname of "Blood Alley." In addition to the safety issues, after the completion of the construction of the portion of 71 freeway in San Bernardino County there will be a serious bottlenecking at the San Bernardino County/Riverside County line for all southbound traffic. This bottlenecking will cause congestion that will impede the efficient movement of traffic and increase pollution emissions in this region.

In 1997, the Army Corp of Engineers in cooperation with Orange County, will begin construction on the Prado Dam project. This project is adjacent to the 71 freeway and consists of raising the dam elevation and the existing 71 freeway. However, this project will not increase the width of the existing 71 freeway but will leave this portion of roadway as a two-lane expressway with possible grading for future freeway improvements. This project would be of much less impact to the entire region if the freeway project can take place at the same time as the raising of the Prado Dam.

The traffic study (completed by Fluor Daniel/SANBAG) for southbound traffic on the 71 freeway (after the completion of the San Bernardino County portion) indicates approximately 65,000 vehicles per day (year 2015 traffic analysis). This amount of traffic will be bottlenecked to one-lane of southbound movement in the Riverside County portion of the 71 freeway. This will cause severe traffic congestion and increase pollutant emissions as well as being a safety concern.

The City of Chino Hills is a newly incorporated City (December 1991) and as such does not have funds for a regional project of this size. Estimated at $40 - $50 million, the completion of the 71 freeway, from the Riverside County/San Bernardino County line to the 71 freeway, will eliminate the life threatening conditions that presently exist, improve circulation of this regional facility, reduce pollution emissions in this region, relieve congestion on the parallel 57 freeway, and encourage economic development along this corridor as well as provide better traffic circulation to commercial areas within the cities that are served by this facility which include Ontario, Pomona, Chino Hills, Chino, and Corona.

We are pleased that our House of Representatives Member, Mr. Kim, a Member of this distinguished Subcommittee, is supportive of this request. I thank the Subcommittee on behalf of myself and the City Council of Chino Hills.

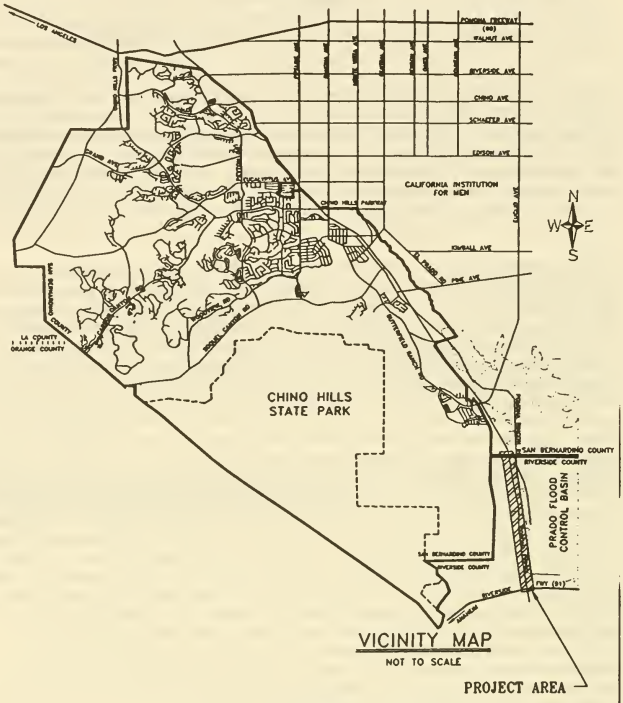
ISTEA II

Proposed Project

71 freeway improvements from the San Bernardino County/Riverside County line to the 91 freeway.

Beginning in April 1994, construction will begin for the upgrading of the 71 expressway to full freeway status. This will include the widening of the exiting two-lane facility to a six-lane freeway with two HOV lanes. This freeway widening begins at the Los Angeles/San Bernardino County line and extends southerly to the Riverside County line through San Bernardino County and is funded through Measure I. Presently, construction is taking place for the improvements of the 60/71 freeway interchange in Los Angeles County just north of the 71 freeway proposed improvements. The project of concern is the 71 expressway within Riverside County.

At the completion of the 71 freeway improvements in San Bernardino County (approximately $200 million of Measure I funds) the 71 freeway will be a six-lane facility with two HOV lanes and it will connect in Riverside County to a narrow substandard two-lane facility. Beginning in 1997, the Army Corp of Engineers in cooperation with Orange County will begin construction on the Prado Dam project. This includes the partial realignment, raising the elevation, and paving two lanes of the existing 71 freeway. The limits of the project begin approximately 1/2 mile north of the 91/71 interchange and extends approximately 1.3 miles north from that point. There is no proposed improvements for the additional 1.2 miles from the northerly point of the Prado Dam project to the San Bernardino County/Riverside County line. What is required for multi-jurisdictional circulation and driver safety is the completion of the 71 freeway from the San Bernardino County/Riverside County line to State Route 91. The 1.2 miles north of the Prado Dam project to the San Bernardino County line (including two HOV lanes and additional width for future growth) has an approximate cost of $14 million. The grading and paving of additional two-lanes and two HOV lanes including additional right-of-way for future growth within the limits of the Prado Dam project (approximately 1.3 miles) would cost approximately $10 million. The ultimate improvements of the final 1/2 mile section of the 71 freeway from the southerly border of the Prado Dam project to the 91/71 interchange would cost approximately $15 million and the construction of the improvements to the 91/71 interchange would cost approximately $60 million. This facility would serve hundreds of thousands of commuters on a daily basis. The jurisdictions directly affected from the north to south include the City of Pomona, Los Angeles County, the cities of Chino Hills and Chino, San Bernardino County, Riverside County, the City of Corona, and Orange County. Included with this description is a copy of a map showing the limits and location of the project.



VICINITY MAP

NOT TO SCALE

PROJECT AREA

PROJECT:
HWY 71 CONSTRUCTION

EXHIBIT "D"

1991 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA)

71 FREEWAY IMPROVEMENTS FROM THE SAN BERNARDINO COUNTY/RIVERSIDE COUNTY LINE TO THE 91 FREEWAY

1. Identify the State or other qualified recipient responsible for carrying out the project.

   Caltrans District 8, Riverside County, City of Corona, San Bernardino County, and cities of Chino Hills and Chino.

2. Describe the design, scope, and objectives of the project, including the phase or phases proposed for funding.

   The Army Corp of Engineers with assistance from Orange County are completing the raising of the Prado Dam adjacent to this area of the 71 freeway. As part of the Prado Dam project, the 71 freeway will be shifted westerly and two lanes will be completed to their ultimate configuration. Discussions have taken place for the design implementing grading to provide for two additional lanes and additional right-of-way for expansion in the future. The Prado project is scheduled for construction in 1997. The scope of this project will be to complete the ultimate width freeway design and construct the ultimate freeway section from the Riverside/San Bernardino County line to the 91 freeway (approximately 3 - 5 miles).

3. Is the project eligible for the use of Federal-aid funds?

   Yes. Design of the Prado Dam project and freeway improvements in this area are being completed by the Army Corp of Engineers utilizing Federal funding. This is a State freeway and a north-south corridor from the 10 freeway to the 91 freeway.

4. What is the total project cost and source of funds?

   The estimated cost for this project is approximately $40 - $50 million including design, construction management, inspection, and construction. The source of funds at this time are unknown.

5. Will there be private sector funding for a portion of the project and if so, how much private sector financing is being made available for the project?

   There is no known private sector funding available for this project at this time.

6. Will the completion costs for the project exceed the amounts requested for the project?

   It is not anticipated at this time.

7. Has early work, such as preliminary engineering and environmental analysis been done on this project?

   The preliminary work for the entire stretch has not yet been done at this time. However, a section of approximately 1.3 miles long (total project approximately 3 miles) is in the design phase at this time by the Army Corp of Engineers as part of the Prado Dam project.

8. What is the proposed schedule and status of work on the project?

   The ultimate design is not started at this time. A section of design is underway through cooperation between Orange County and the Army Corp of Engineers. Construction for the freeway upgrading (2 lanes) and the raising of the Prado Dam is scheduled for 1997.

9. Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?

   The 71 expressway is presently a State road and is being upgraded in the San Bernardino section to a six-lane freeway. This is a State facility.

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

    Yes, this project is a State freeway and a main north-south corridor that will ultimately relief congestion on the 57 freeway. This freeway extends from the City of Pomona, in Los Angeles County, beginning at the 10 freeway through the cities of Chino and Chino Hills, in San Bernardino County, and terminates in Riverside County near the City of Corona and the border of Orange County. Presently upgrades are being constructed at the 60/71 interchange by Caltrans District 7 and construction is scheduled for 1994 to upgrade this two-lane expressway to a six-lane freeway, with HOV lanes, within San Bernardino County (approximately 8 mile stretch). However the section of the 71 freeway under discussion is a two-lane expressway of substandard width through Riverside County to Orange County.

11. Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

    With increased traffic and improvements scheduled for 1994, this area of roadway is now going to be a major bottleneck. Also, accidents, including head-on collisions, have escalated in this area. One recently resulted in a lawsuit award of $2.8 million from the State.

12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

There is no anticipated opposition at this time. The Army Corp of Engineers and Orange County is presently completing designs for a portion of this work adjacent to the Prado Dam in conjunction with the Prado Dam project.

13. How will the project objectives be attained?

After funds have been procured, the project will be publicly bid and constructed per the Public Contract Code requirements.

14. Describe the economic, energy efficiency, environmental, congestion mitigation, and safety effects associated with completion of this project.

The completion of this project will upgrade a substandard width, two-lane expressway to a full four-lane with two HOV lanes freeway thus reducing head-on collisions, improving traffic congestion, relieving congestion on the 57 freeway, and improving air quality.

15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

An additional investment may be required at the interchange of the 71/91 freeway in Riverside and Orange counties.

16. In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

There is no other strategy available for the ultimate improvements of the existing expressway.

17. Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal fundings, commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?

This project is a first time submittal for ISTEA funding. However, other Federal funds are being utilized for the Prado Dam project and improvements to the freeway in the area of the Prado Dam. However, this is not a complete project for the freeway.

18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

This project is of regional significance and it within the limits of the County of Riverside. With all other services required within the City boundaries of Chino Hills it may not be realistic to utilize City funds for a project of regional significance in a neighboring County.

COUNTY OF
SAN BERNARDINO
Board of Supervisors

LARRY WALKER
Supervisor, Fourth District

March 2, 1994

Honorable Jay Kim
U.S. House of Representatives
502 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Kim:

Thank you for your work on behalf of the Cities of Chino and Chino Hills, as well as the County of San Bernardino, regarding State Route 71, the Chino Valley Freeway. We have funded much of the freeway improvements from San Bernardino County's Measure I sales tax revenue and other local money over the years.

As you are aware, however, funding is needed to complete the Riverside portion of the 71 freeway from the Riverside County Line south to S.R. 91. I urge your continued support of funding for this vital freeway project, as it is necessary for the safety of motorists along this route.

Route 71 is referred to as "blood alley" by local residents due to the frequency of traffic accidents involving fatalities. Many residents in Chino Hills still recall the death of a neighbor, a young mother of three, in a traffic collision as she was returning home from a basketball game. As I walked precincts in the area on a recent Saturday in January, numerous constituents mentioned to me a fatal accident that had occurred that morning. This past Saturday, February 26, the headlines read "Blood Alley claims fourth life this year." Another collision on this dangerous stretch of road had taken the life of a 24 year old woman the day before.

While we are working feverishly to construct the portion of the 71 Freeway that is located in San Bernardino County, I am very concerned about the Riverside County portion at this time. If the Riverside County portion of the 71 Freeway is not built, accidents will take the lives of many more people. Federal funding for the missing link of the 71 freeway will substantially increase the value of the freeway, and will eliminate the existing "Blood Alley," as well as a dangerous bottleneck that would otherwise exist at the San Bernardino /Riverside County line.

On behalf of our mutual residents, I appreciate your continued support of the 71 freeway. If I may be of further assistance, please contact my office.

Sincerely,

LARRY WALKER
County Supervisor

LW:JKW:vl

San Bernardino County Government Center • 385 North Arrowhead Avenue • San Bernardino, CA 92415-0110 • (909) 387-4866
District Office • 2515 South Euclid Avenue • Ontario, CA 91762 • (909) 391-7804

EUNICE M. ULLOA
Mayor

AL YANKEY
Mayor Pro Tem

GUY W. COLE
GLENN DUNCAN
DENNIS YATES
Council Members

RICHARD D. ROWE
City Manager

CITY OF CHINO

February 28, 1994

The Honorable Jay Kim
Representative
41st Congressional District
502 Common House Office Building
Washington, D.C. 20515

Dear Congressman Kim:

Subject: Funding for the State Route 71 Improvement Project Between the San Bernardino/Riverside County Line and State Route 91

I have been informed that Intermodal Surface Transportation Efficiency Act (ISTEA) funds have been proposed for the improvement of a portion of State Route 71 in Riverside County.

On behalf of the City Council of the City of Chino, I am expressing the City's complete support of this project to extend the freeway, from its terminus at the San Bernardino County/Riverside County line, to State Route 91. State Route 71 provides an important regional connection between Riverside, Los Angeles, Orange and San Bernardino Counties. Without this project, the Route 71 Freeway, when it is completed in three years, will experience severe congestion where the six-lane freeway terminates into a two-lane, rural road.

Without the State Route 71 Freeway's completion, we cannot expect to see relief from the severe safety problem that already exists. State Route 71 in the Chino Valley has experienced thirty-five fatalities in a six-year period ending last December, in addition to the two, separate fatal accidents that occurred on this road thus far in 1994.

This project is of crucial importance to our residents and businesses and is critical to improve safety and mobility on the State highway system.

Congressman Kim, I thank you for your support and appreciate your continued efforts on our behalf.

Sincerely,

Eunice M. Ulloa
Mayor

EMU:RFB:jg
cc: City Manager Richard Rowe

13220 Central Avenue, Chino, California 91710
Mailing Address: P O Box 667, Chino, California 91708-0667
(909) 627-7577 • (909) 591-6829 Fax

The Chamber
OF THE CHINO VALLEY

March 1, 1994

The Honorable Congressman Jay Kim
502 Cannon House Office Building
Washington D.C. 20515

Subject: 71 Freeway, from the San Bernardino County/Riverside County Line to the 91 Freeway

Dear Congressman Kim:

The Chamber of the Chino Valley joins in urging you to support funding for construction of the 71 Freeway, from the San Bernardino County/Riverside county Line to the 91 Freeway. We appreciate your consideration and support of funding for this project in order to improve this highly congested stretch of roadway.

We would be pleased to provide further information should you wish.

Sincerely,

Patti Harris

Patti Harris
President

13134 CENTRAL AVE, CHINO, CA 91710 ■ (909) 627-6177 ■ FAX (909) 627-4180

SCAG
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West Seventh Street,12th Floor • Los Angeles, California 90017-3435 ☐ (213) 236-1800 • FAX (213) 236-1825

March 3,1994

The Honorable Congressman Jay Kim
502 Cannon House Office Building
Washington D.C. 20515

Subject: 71 Freeway, from the San Bernardino County/Riverside County Line to the 91 Freeway

Dear Congressman Kim:

I have been asked to express support for your proposed ISTEA Demonstration Project for the Riverside County portion of SR 71. As this segment of SR 71 is included in the currently adopted regional transportation plan, the 1989 RME, and is unfunded, your proposal is consistent with the plan's goals. This unimproved segment of SR 71 could pose significant safety, as well as congestion concerns.

There are a number of very significant issues that are directly involved with this project that require consideration. As project funds are in great demand, it is imperative that successful funding for this project be additional and not be charged against the state and county minimums. Full funding for this link of SR 71 must be considered in conjunction with the required interchange and capacity/flow improvements with SR 91.

This project is of increasing concern to the various responsible transportation agencies and affected local jurisdictions and is reuired to provide for public safety.

Sincerely,

Mark Pisano
Executive Director
Southern California
Association of Governments

Gordon Vanderpool Orange County-President, Stella Mendoza City of Brawley-First Vice President Ed Edelman Los Angeles County-Second Vice President, John Longville City of Rialto-Past President • Richard Alatorre City of Los Angeles Richard Alatorre City of Los Angeles Robert Bartlett City of Monterey George Bass City of Bell Ron Bates City of Los Alamitos, George Battey, Jr. City of Rowland Hal Bernson City of Los Angeles Walter Bierman City of Cypress, Warren Brasde City of Los Angeles Nanon Brooks City of Rancho Palos Verdes, Art Brown City of Buena Park, Yvonne Brathwaite-Burke Los Angeles County Jim Bunby, Jr, City of Victorville Bob Buster Riverside County Laura Chick City of Los Angeles, John Cox City of Newport Beach, Cynthia Crothers City of Moreno Valley Homer Depew City of Loma Linda, Richard Dixon City of Lake Forest, Doug Drummond City of Long Beach, Larry Ramos San Bernardino County, John Ferraro City of Los Angeles, John Flynn Ventura County Terry Frizzell City of Riverside, Ruth Galanter City of Los Angeles, Sandra Genis City of Costa Mesa, Jackie Goldberg City of Los Angeles, Candace Haggard City of San Clemente Garland Hardeman City of Inglewood, Robert Hargreve City of Lomita, Mike Hernandez City of Los Angeles, Nate Holden City of Los Angeles, Robert Jamison City of Azusa, Jeff Kellogg City of Long Beach, Jim Kelly City of South El Monte, Richard Kelly City of Palm Desert, Bob Kuhn City of Glendora, Abbe Land City of West Hollywood, John Mirisch City of Santa Paula, Barbara Messina City of Alhambra, Judy Mikels City of Simi Valley David Myers City of Palmdale, Kathryn Nack City of Pasadena, Ron Perry City of Brea, Connie Norman-Perry City of Chino Hills, Ron Parks City of Temecula, Jim Pickler City of Anaheim Michael Plinsky City of Oxnard, Rosemary Pons City of Pico Rivera, Larry Rosenthal City of Montclair, Dick Riordan City of Los Angeles, Mark Ridley-Thomas City of Los Angeles, Albert Robles City of South Gate Sam Sharpy Imperial County, Rudy Svorinich City of Los Angeles, Bob Stone City of Bellflower Tom Sykes City of Walnut Jeff Thomas City of Tustin, Laurie Tully-Payne City of Highland, Joel Wachs City of Los Angeles, Rita Walters City of Los Angeles, Judy Wright City of Claremont, Zev Yaroslavsky City of Los Angeles •

MONTCLAIR

March 2, 1994

The Honorable Congressman Jay Kim
502 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Kim:

I join the City of Chino Hills in urging you to support funding for construction of the 71 Freeway, from the San Bernardino County/Riverside County Line to the 91 Freeway. I appreciate your consideration of funding for this project which will improve this highly congested stretch of roadway.

If you need any further information, please contact my office.

Sincerely,

Larry L. Rhinehart
Mayor

LLR:sa

cc: City Council Members
Lee C. McDougal, City Administrator

CITY OF MONTCLAIR
5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584
Mayor Larry L. Rhinehart • Mayor Pro Tem Leonard Paulitz • Council Members Paul M. Eaton, Elouise (Dolly) Lewman, Carolyn Ratt • City Administrator Lee C. McDougal

Man urges state: Widen expressway

Jan. 5, 94

Wife died in Corona Expressway crash

By Sharon Greengold
Daily Bulletin

CHINO HILLS — Robert McCall hopes to accomplish more in memory of his wife than just the $2.8 million wrongful death judgment last week against the California Department of Transportation.

He would like to see the state widen the last three southern miles of the Corona Expressway, where his wife was killed in a car accident.

"I'm talking about the future," McCall said during a telephone interview Tuesday from a Fullerton supermarket where he works as a buyer.

"I want to turn a light on at Caltrans and wake up somebody to the fact that people continue to die on this highway," he said.

Janice McCall, 38, of Chino Hills died May 14, 1991, after a Toyota pickup truck traveling south crossed into the northbound lanes of the Corona Expressway about 1½ miles north of the 91 Freeway and hit her Chevrolet Cavalier head-on. She was going to her Butterfield Ranch home.

The judgment compensates for economic and noneconomic losses suffered by McCall, 41, and his three children, ages 7, 15, and 21.

A Riverside County Superior Court jury unanimously decided last Thursday that Caltrans was 90 percent liable for Janice McCall's fatal crash because authorities should have known the roadway was hazardous, needed to be wider and have a median between the north- and southbound lanes.

During the 10-day trial, the jury learned that the accident rate of one every nine days on the three-mile stretch of highway was 300 percent higher than Caltrans' own projections, according to Irvine-based attorney Bryan Card, who helped win the judgment.

The jury also learned that 12 fatalities occurred on the southernmost three-mile stretch of the Corona Expressway from 1986 to 1991. Of those, 11 were from "crossovers," or head-on collisions.

Card sees the McCall judgment as too small to frighten Caltrans into widening the three miles of highway. Even though the $2.8 million judgment is larger than the Caltrans offer of $75,000 to settle the case, Card says it is relatively limited, because wrongful death claimants may not legally hold the transportation authority liable for punitive damages.

But Anthony Ruffolo, deputy chief counsel for Caltrans, sees the judgment as "extremely large for a wrongful death."

He called the jury's decision to hold Caltrans 90 percent liable for the accident "outrageous."

The pickup's driver, Frederick Stover of Duarte, could not be reached for comment about his 10 percent liability

See CALTRANS/B7

Caltrans/from B1

in the case.

McCall said he does not expect Stover to pay his share since he was uninsured at the time of the crash and cannot be located now.

Caltrans attorney Ruffolo said the jury's assigning of liability represents its attempt to set policy for roads construction, a power which rightly belongs to the various county jurisdictions which control their own transportation funds.

San Bernardino County, for example, plans to widen its section of the Corona Expressway to an eight-lane freeway this summer and got it funded by county taxpayers who voted for the Measure I tax.

But in Riverside County, where taxpayers did not pass such a highway construction tax, the freeway will cinch abruptly down to two lanes.

With 30,000 travelers on the road each day, there could be bottlenecking in the southbound lanes as drivers enter Riverside County.

"I don't know where the heck those three lanes are going to go," Card said. "We're going to have frustrated drivers and deaths are going to continue."

Chino Hills City Councilwoman Gwenn Norton-Perry agrees. She lobbies local, state and federal transportation authorities continually in an attempt to acquire funding for widening the Riverside County portion of the Corona Expressway. "Sometimes I feel like I'm fighting it alone," she said.

Now, however, McCall plans to join the lobby. He plans to use what notoriety he has acquired from winning the court case to urge local residents to call their state representatives and Caltrans officials about widening the three-mile stretch.

Statement Of Congressman Jerry Lewis

Surface Transportation Subcommittee
March 8, 1994

California-Nevada-Arizona
Economic Lifeline Project

Design & Construction Phase For Interstate 15 Widening

Mr. Chairman and members of the Subcommittee, I am here today to request continued funding for the Interstate 15/40 California-Nevada-Arizona Economic Lifeline Corridor project. The importance of this highway project to the three economies of southern California, southern Nevada and northern Arizona is significant.

As you may know, Interstates 15 and 40 run through the southern California desert, which is located in my district, and are the exclusive ground transportation routes linking the three state economies. They are the sole lifelines for millions of people, providing the only access to a 60,000 square mile area. Congestion and gridlock along I-15 between Barstow, CA and Victorville, CA and I-40 in the immediate Barstow vicinity have continued to worsen, especially on holiday weekends and Sunday evenings. Congestion on this corridor route has resulted in increasing injuries and fatalities.

We first began this corridor project in ISTEA with initial funds for a truck flyover and interchange in Barstow, where I-40 meets I-15. The next step with the project is to widen I-15 between Barstow and Victorville. On August 13, 1991, Caltrans approved a project study report to widen I-15 to six lanes between Barstow and Victorville. The lanes will be added to the outside of the existing four lanes and will cover a distance of 27 miles. This widening will improve traffic conditions for recreational, commuter and commercial traffic on I-15 that is expected to reach 70,000 vehicles per day by 2015. This will be twice the present volume and will include 28 percent trucks.

The design phase cost and construction is estimated at $50 million which would fund the project report, the environmental study, the detailed design of the project and begin the construction. If this design project is funded, it would directly employ a design staff of approximately 40-60 people. However, the biggest benefit, though, would be the improvement to I-15. With the additional lanes, the increasing traffic volume will be able to use this primary arterial link to southern California, southern Nevada, and northern Arizona more efficiently and effectively.

To make this project work, significant local cost-sharing and commitments by these three States have been necessary.

Therefore, Mr. Chairman, we ask the Subcommittee to provide $50 million to implement this interstate viability undertaking. The infrastructure needs and the economies of three key western States will be served and the Interstate system will be properly maintained. This goal surely is the basic intent of your distinguished Subcommittee.

Testimony of

Commissioner Peter McLaughlin, Vice Chair
Hennepin County Regional Railroad Authority
Minneapolis, Minnesota, and

Commissioner Richard Wedell
Ramsey County Regional Railroad Authority
St. Paul, Minnesota

before the

Subcommittee on Surface Transportation
United States House of Representatives

March 8, 1994

Mr. Chairman and members of the Subcommittee. Thank you for the opportunity to appear before the Subcommittee today. I also want to express my personal appreciation to Congressman Sabo, who is my Congressman, and the appreciation of the people of the State of Minnesota for the service that Congressman Martin Sabo provides for them as a member of the House Appropriations Committee.

We are here today to talk about the Central Corridor Light Rail Transit project. I will discuss the need, cost, and very extensive public support for the project.

The Twin Cities metropolitan area population is now 2.5 million. It is the 16th largest metro area and one of a very few that depends upon an all bus transit system. Until recently, the Twin Cities have managed to escape the problems of the larger, older urban areas. Now, however, as reported in such documents as the Metropolitan Council's "Trouble at the Core," we are seeing the adverse effects of congestion, dispersal of manufacturing jobs to suburban locations and changing demographics.

The Central Corridor LRT project extends about eleven miles from downtown St. Paul, passing through the State Capitol campus and the University of Minnesota, past the Hubert Humphrey Metrodome Stadium, through downtown Minneapolis and ending at the Minneapolis Convention Center. The corridor contains nearly 150,000 residents, one quarter of the central cities' population. Approximately 137,000 jobs are located in downtown Minneapolis, 50,000 in downtown St. Paul and another 80,000 spread throughout

the corridor. In addition, the University of Minnesota enrolls 41,000 students and employs 18,000 persons. As an alumnus, I can say that the University of Minnesota has one of the most acute parking and traffic problems in the state.

Congestion levels in the Twin Cities are increasing dramatically and are affecting the mobility of its residents. The number of trips on the regional transportation system is increasing at four percent per year. Auto occupancy rates have fallen to 1.12. Consequently, the number of miles of congested freeways has tripled in the last decade and congestion is expected to increase another 35 percent by the year 2000. At the same time, transit use over the past ten years, as in most other cities with all bus fleets, has fallen dramatically.

The Twin Cities cannot afford to build its way out of congestion. Adding roadway capacity to accommodate additional single-occupant vehicle trips results in an escalating spiral of vehicular demand, feeding into the very problem it tries to solve. Increased traffic results in additional pollution, including vehicle emissions, adding to mitigation and clean-up costs. Increased travel time results in lowered productivity in the delivery of goods and services. Land use issues are magnified, as the demand for public systems, including transportation, spreads to areas farther out, draining resources from more densely developed areas where they are more cost-effective to provide.

The demographics of the center cities are changing indicating that their residential and employment bases need bolstering. Thirty percent of the Central Corridor households are without access to an automobile. Forty-five percent of the corridor population lives in low-income (22 percent) or poverty level (23 percent) households. About eleven percent of the corridor households include persons with mobility impairments.

This corridor needs a high level of service to meet existing and the forecast demand from transit-dependent population groups living in the corridor, and to preserve their access to regional employment through connections to the two downtowns. In addition to being the region's most frequent transit destinations, the two central cities serve as transfer points to employment and activity centers throughout the region.

The Metropolitan Council, our regional planning agency, has documented the regional problems through "Trouble at the Core." The Council has also established the Central Corridor as the region's priority for LRT. Furthermore, under a mandate from the State Legislature, the Metropolitan Council has recently completed a follow-up document

labeled "Blueprint for Change." That blueprint includes a separate chapter describing how LRT can have a positive impact on the fully developed area of the Twin Cities, both as a transportation and a land use strategy. LRT can improve transit services available to central area residents and help assure continued access to the region's primary economic and educational activity centers.

Cost

The expected cost of the project is $707 million, which includes the LRT system, bus service improvements and related highway improvements to I-94 between St. Paul and Minneapolis. As the first LRT corridor, it bears the heavy, front-end system costs, such as the maintenance facility, communications, and system controls. About 46 percent of the project costs are system-wide costs which could logically be spread to other corridors.

The Central Corridor is unique in that it connects two urban centers rather than the usual suburban radial commuter route. This project, which lies wholly within the fully developed area, provides the opportunity to strengthen the link between the two downtowns and, by providing service to the University of Minnesota, links the three largest transit generators in the state. This unique opportunity results in a relatively higher project cost due to construction in both downtowns.

We are requesting federal funding of $470 million, or about 66 percent of the total project costs. The local share of $237 million is proposed from several funding sources under consideration by the State Legislature. The project construction is expected to commence in early 1996 with a three-year construction schedule. About $10 million in detail design funds are required for federal fiscal 1995.

Support

Mr. Chairman, as previously reported to this Subcommittee, an Alternatives Analysis has been prepared for this project. Four alternatives, ranging from Do Nothing and Transportation System Management (TSM) to Exclusive Busway and LRT, were analyzed extensively with the cooperation and guidance of the Federal Transit Administration. Official action on the locally preferred alternative report has yet to be taken because the public comment period has just recently closed (February 16).

Local support for the LRT alternative is widespread. A Corridor Management

Committee, consisting of representatives from all seven metro area counties, the Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission, Minnesota Department of Transportation, cities of Minneapolis and St. Paul, and the University of Minnesota, has voted unanimous support for the LRT alternative. In addition, individual resolutions have been adopted by the Regional Transit Board, the cities of Minneapolis and St. Paul, and Hennepin and Ramsey counties. Numerous organizations, such as the downtown Minneapolis Transportation Management Organization (TMO) and Downtown Business Council, have also passed resolutions in support of the project. The State Legislature and the counties have continued to provide local matching funds, as needed, to support the project.

The Joint Lead Agencies for this project, Hennepin County, Ramsey County and the Minnesota Department of Transportation are committed to continued active public participation as this project continues. We ask for your continued support of this worthwhile project.

Mr. Chairman, I am providing a copy of the Executive Summary of the Metropolitan Council report, "Keeping the Twin Cities Vital," for the record.

TESTIMONY OF ROBERT K. McCLEARY, EXECUTIVE DIRECTOR OF THE CONTRA COSTA TRANSPORTATION AUTHORITY

TO THE SUBCOMMITTEE ON SURFACE TRANSPORTATION CONGRESSMAN NICK RAHALL, CHAIRMAN

March 8, 1994

Good morning, Mr. Chairman and members. I am Bob McCleary, Executive Director of the Contra Costa Transportation Authority. I am here to support the applications of Congressman Bill Baker and Congressman George Miller for special appropriations funding for projects in Contra Costa. Congressman Baker has submitted three requests: (1) $15 million for Route 4, Bailey to Railroad; (2) $4.8 million for an auxiliary lane on Interstate 680; and (3) $13.4 million for the Routes 4/160/ State Route 4 Bypass interchange in Antioch. Congressman Miller has submitted a request for $20 million for the Route 4, west freeway gap closure. We greatly appreciate the submission of these projects by the members, and consideration of them by your committee.

I have handed out a booklet summarizing each of the four projects, and providing key financing and commitment information regarding each. Perhaps the most important point to make is that the project funding requests would supplement funding for projects approved by the voters through imposition of a special one-half of one percent sales tax in the county. Three of the projects will be partially funded through sales tax funds, and the fourth – the Routes 4/160/ State Route 4 Bypass interchange – will be partially funded by a locally imposed sub-regional fee. There is a strong local commitment to improve transportation in our county, and the voters have put their taxes on the line towards a vision of Contra Costa in the 21st century which continues to work. In fact, the voters approved a Growth Management Program as a component of the sales tax measure, specifically to simultaneously encourage economic development, provision of mobility, and retention of the quality of life that our electorate holds so dear.

BACKGROUND: THE CONTRA COSTA TRANSPORTATION AUTHORITY

The Contra Costa Transportation Authority was created in 1988 with the passage of Measure C on the County ballot. The Authority manages a one-half of one percent sales tax which is expected to raise $1.25 billion over its twenty year life. The program funded by the tax includes a BART extension, major state highway improvements, local arterials, transit and paratransit services, transportation demand management (TDM) projects and programs, and growth management activities. The agency, comprised of nine city council members and two representatives from the Board of Supervisors, is also responsible for preparing an overall countywide transportation plan and programming state and federal transportation funds within the county.

Contra Costa County is the third largest county in the San Francisco Bay Area, with a population of approximately 840,000, and employment of 300,000. The county has several major industries and businesses of national prominence, including Chevron,

Unocal, Bank of America, Pacific Bell, Wells Fargo Bank, Shell Oil, USS Posco Steel, the Morrison Knudsen rail car facility, Dow/DuPont, and other employers. The county is one of the faster growing areas in the Bay Area.

CONTRA COSTA ROUTE 4 & INTERSTATE 680 CORRIDORS

The County historically has benefitted from improvements to Interstates 80, 580 and 680. The Authority's current focus for investment is the major east-west corridor through the County, Route 4, which has not been upgraded to today's standards over its full length. While the Authority is currently investing approximately $75 million in improvements to Route 4 to the east, and has committed to invest $12 million to the west in the near term, and another $39 million in the future, significant additional improvements are required to address current safety and congestion problems. Further improvements are also needed to assist with economic development and anticipated growth in the east. In addition, further refinements are needed in the I-680 corridor, including auxiliary lanes in the San Ramon Valley area. That urbanizing area is home to a major business park, Bishop Ranch, which counts among its tenants Pacific Bell, Chevron, Toyota, and other major county employers. A quick summary of the four projects follows.

Route 4 Gap Closure

The current two lane Route 4 facility is a gap in the freeway system which carries approximately 33,000 vehicles per day. It has a high percentage of truck traffic, accident rates more than double the expected level, and historic fatality rates approximately 17 times what would be normally expected for a facility of this type. Separation of traffic and ultimate construction of a freeway section in this area is a necessity.

Route 4, Bailey to Railroad

The Authority currently has under construction major expansion of the existing freeway west of this segment, a total investment in excess of $75 million, largely financed by local sales tax funds. The current project also includes part of an eight mile extension of BART , which is in the median of the reconstructed freeway. The proposed project would extend an eight lane cross section, expanded from the existing four lanes, for three additional miles. It would incorporate one High Occupancy Vehicle (HOV) lane, and allow the opening of a new HOV lane through the current project now under construction. The project will be designed for the eventual extension of BART in the median. Current level of service on the existing freeway section is "F" during peak hours.

Interstate 680

The Interstate 680 corridor is a key link between central Contra Costa and the Silicon Valley to the south, and Sacramento to the north. While the corridor is currently being improved, auxiliary lanes are projected to be necessary through the central San Ramon Valley, adjoining the Bishop Ranch industrial park. A first segment of that

project has been submitted for special appropriations funding. The proposed auxiliary lane would facilitate the operation of a park and ride lot located at the south end of the project, which is under design now and is being funded by the Authority.

Routes 4/160/ Route 4 Bypass Interchange

This proposed interchange is necessary to serve future planned development in our east county area, and would relieve congestion problems on the existing two-lane Route 4 which winds through urbanizing communities. The project would be funded 50 percent from a locally-imposed subregional transportation fee.

CONCLUSION

Thank you very much for the opportunity to present our testimony to you. We know that you will be working closely with Congressman Baker and Congressman Miller , and we will be pleased to assist with any additional information which may be required for consideration of the projects which they have submitted.

TESTIMONY

TO THE

COMMITTEE ON PUBLIC WORKS'

SUBCOMMITTEE ON SURFACE TRANSPORTATION

Congressman Nick Rahall, Chairman

CONCERNING THE

ROUTE 4 CORRIDOR IMPROVEMENTS AND THE INTERSTATE 680 AUXILIARY LANE PROJECT

IN

CONTRA COSTA COUNTY, CALIFORNIA CONGRESSIONAL DISTRICTS 7 & 12

March 1994

CONTRA COSTA TRANSPORTATION AUTHORITY

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CONTRA COSTA ROUTE 4 & INTERSTATE 680 CORRIDORS

The County historically has benefitted from improvements to Interstates 80, 580 and 680. The Authority's current focus for investment is the major east-west corridor through the County, Route 4, which has not been upgraded to today's standards over its full length. While the Authority is currently investing approximately $75 million in improvements to Route 4 to the east, and has committed to invest $12 million to the west, significant additional improvements are required to address current safety and congestion problems. Further improvements are also needed to assist with economic development and anticipated growth in the east. In addition, further refinements are needed in the I-680 corridor, including auxiliary lanes in the San Ramon Valley area. That urbanizing area is home to a major business park, Bishop Ranch, which counts among its tenants Pacific Bell, Chevron, Toyota, and other major county employers.

Route 4 Gap Closure

Closure of the current five mile gap in the freeway system along Route 4 in Contra Costa County, California, is critical for two overriding reasons: (1) safety; and (2) economic development. A location map showing the corridor is attached, as is a photo of the corridor to be improved and a summary of the status of the project. This project is a top priority of the Authority.

Safety

The current two lane Route 4 facility is a gap in the freeway system which carries approximately 33,000 vehicles per day. It has a high percentage of truck traffic, accident rates more than double the expected level, and historic fatality rates approximately 17 times what would be normally expected for a facility of this type. Separation of traffic and ultimate construction of a freeway section in this area is a necessity.

The Route 4 Corridor and Economic Development

Upgrading the Route 4 corridor is a major focus of the Authority, and a key component of our sales tax measure. The other major project of top priority to the Authority for special appropriations is the Route 4, Bailey to Railroad segment. Its improvement would further our goal of a continuous freeway from Interstate 80 in the west to State Route 160 in the east. The third project submitted for consideration, the Routes 4/160/ Route 4 Bypass interchange, is critical to serve future development and facilitate an anticipated local fee program.

A solid, continuous transportation network is vital to the economic well-being of the entire San Francisco Bay Area. Enhancements to Route 4 would improve the linkage between the urban Bay Area and the industrial and residential areas of eastern Contra Costa County, as well as the linkage to the agricultural and urbanizing San Joaquin Delta.

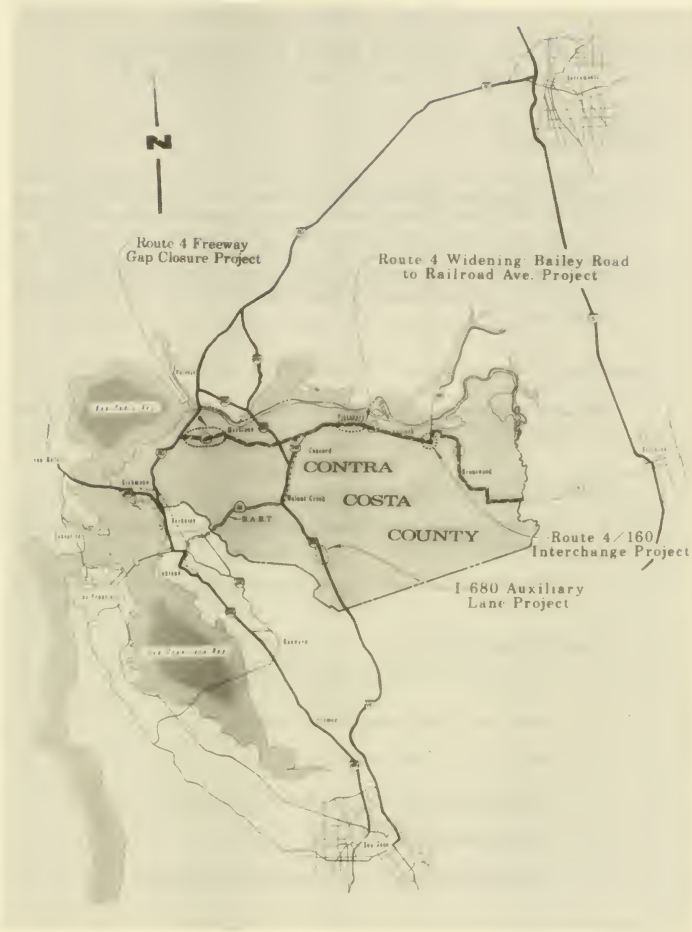
State Route 4 is Contra Costa's only east-west highway crossing the entire county. It provides critically important truck and vehicle access to industrial areas in the northern portion of the county, adjacent to the Sacramento river, which forms the county's northern border. A number of major industries are located along Route 4, including Union Oil, Shell Oil, Tosco Refinery, Pacific Refining, Unocal Refinery, Chevron, USS Posco Steel, Dow Chemical, Crown Zellerback and Fiberboard. A new Morrison-Knudsen rail car assembly plant just opened in Pittsburg and the Concord Naval Weapons Station is located on Route 4, just east of Interstate 680.

Route 4 plays a vital role in the economy of the entire San Francisco-Oakland Bay Area, linking major office, commercial and residential developments in western, central and eastern Contra Costa to the rest of the Bay Area. The roadway links significant office and commercial development in Central County to major affordable housing resources in eastern Contra Costa County.

Route 4 is one of only two east-west links between the urbanized San Francisco Bay Area and California's agriculturally rich Central Valley. The highway provides heavy truck access to the Central Valley and Interstate 5, California's major north-south highway. Several deep water ports along the Sacramento River are accessed via State Route 4. State Route 4, east of Contra Costa County, passes through the Delta and the highway provides access from the greater Bay Area to numerous recreational facilities throughout the Delta.

Interstate 680

The Interstate 680 corridor is a key link between central Contra Costa and the Silicon Valley to the south, and Sacramento to the north. While the corridor is currently being improved, auxiliary lanes are projected to be necessary through the central San Ramon Valley, adjoining the Bishop Ranch industrial park. A first segment of that project has been submitted for special appropriations funding.


N
Route 4 Freeway
Gap Closure Project
Route 4 Widening Bailey Road
to Railroad Ave. Project
CONTRA
COSTA
COUNTY
BART
Route 4/160
Interchange Project
I-680 Auxiliary
Lane Project

CONTRA COSTA COUNTY
STATE ROUTE 4 WEST GAP CLOSURE
FREEWAY GAP CLOSURE PROJECT

Project Description

The proposed ultimate project, located in western Contra Costa County, California, includes widening and improving a five mile section of State Route 4 to full freeway standards. The need to complete the non-freeway segment of State Route 4 West has long been recognized by local government and Caltrans, and has been included in the long term planning for many years. This portion of Route 4 currently consists of a 2-lane undivided highway with irregular alignment and sub-standard shoulder widths. This sub-standard, dangerous portion of the highway has resulted in a very high accident and fatality rate.

Project Issues

This project provides significant benefits in system continuity, economic development, congestion relief and especially safety.

System Continuity and Economic Development

- Provides link which connects East County and San Joaquin Valley with the urban San Francisco Bay Area
- Connects agricultural and residential areas with urban centers, ports and industries

Safety and Congestion Relief

- Accident rate twice the expected rate for this type of facility
- Fatality rate 17 times greater than the average
- Facility carries 33,000 vehicles per day
- Operates at level of service (LOS) F during peak periods
- Extremely high level of truck traffic
- Principal east-west route for transporting hazardous materials

Project by Phase

Phase I - Construction of a overcrossing structure at Willow Ave in Hercules, Ca. This phase will eliminate a significant safety problem at this section.

Phase IIA - Construction of the first two miles of the 4-lane freeway will be completed ($14 million) and approximately one-half of the project right-of-way will be acquired ($6 million).

Phase IIB - The remaining right-of-way will be acquired ($6 million) and the eastbound portion of the ultimate freeway ($36.5 million) will be completed.

Phase III - Construction of the westbound portion of the ultimate freeway ($32.5 million) will be completed.

Phase IV - Construction of a new local interchange ($12 million).

The following table summarizes the proposed sources and uses of funds for the project.

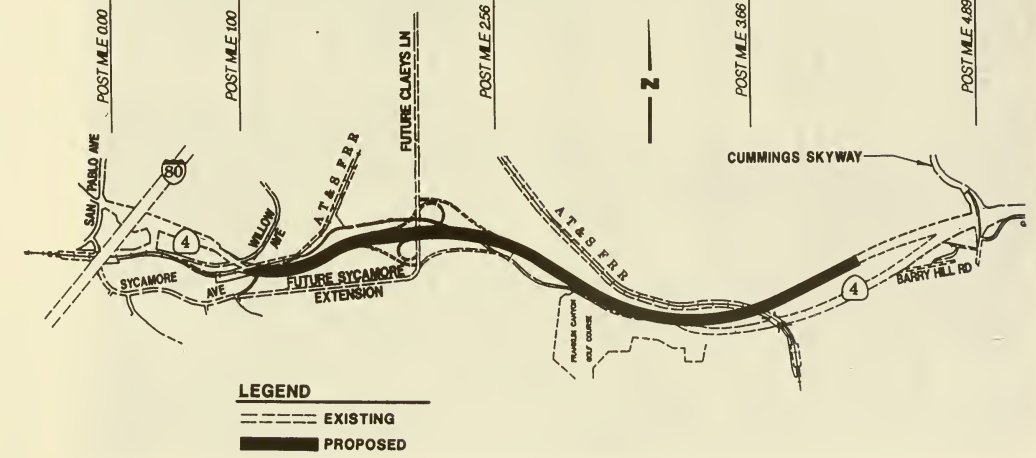
ROUTE 4 FREEWAY GAP CLOSURE PROJECT
PROPOSED SOURCES AND USES OF FUNDS
(1993 X 1000)

	Phase I	Phase IIA	Phase IIB	Phase III	Phase IV	TOTALS
Local Sales Tax	$8,500	$4,000	$38,500	$0	$0	$51,000
State/Federal (ISTEA)	$0	$0	$0	$32,500	$0	$32,500
Special Appropriation	$0	$16,000	$4,000	$0	$0	$20,000
Local (Developer Fees)	$0	$0	$0	$0	$12,000	$12,000
TOTALS	$8,500	$20,000	$42,500	$32,500	$12,000	$115,500

Northern Alternative
Middle Alternative
Southern Alternative
Claeys Interchange
Route 4 - Willow Avenue currently under design by the City of Hercules
Route 4 (West)
Gap Closure Project

ROUTE 4 GAP CLOSURE 3 YEAR ACCIDENT SUMMARY

					Totals
Accidents	15	42	34	54	145
Injuries	5	43	27	27	102
Fatalities	1	1	1	2	5



CONTRA COSTA COUNTY
STATE ROUTE 4 EAST - WIDENING FROM BAILEY ROAD TO RAILROAD AVENUE

Project Description

The proposed project, located in eastern Contra Costa County, California, will widen a three mile section of State Route 4 from four lanes to eight lanes. The four new lanes will provide a through lane and an HOV lane in each direction. The median will be widened to accommodate the eventual extension of rail transit (BART) to Railroad Avenue, bringing service to downtown Pittsburg and closer to Antioch.

Project Issues

This project provides significant benefits in system continuity and congestion relief.

System Continuity

- Continues the corridor upgrade to an eight lane freeway from Bailey Road to downtown Pittsburg.
- Allows for the future extension of BART to downtown Pittsburg

Congestion Relief

- The current level of service for this segment of freeway is LOS E.
- By extending the eight lane freeway three miles, traffic flow through Pittsburg will be significantly enhanced. The project will also allow the opening of the HOV lane currently being constructed over the Willow Pass Grade, which cannot be opened to traffic without additional capacity to Railroad Avenue.
- The opening of HOV lanes and the ultimate extension of BART will promote alternatives to single occupant vehicles.
- This corridor has a high level of truck traffic. Expansion to eight lanes will provide greater efficiency for trucks operating with cars and buses.

ROUTE 4 WIDENING: BAILEY ROAD TO RAILROAD AVENUE

CONTRA COSTA COUNTY
STATE ROUTE 4/ROUTE 160
INTERCHANGE

Project Description

The proposed project, located in eastern Contra Costa County, California, will construct a new interchange linking the proposed Route 4 bypass of Brentwood to existing Route 4 and Route 160. The interchange will provide all directional movements necessary to traverse between Route 4, Route 160 and the Route 4 Bypass.

Project Issues

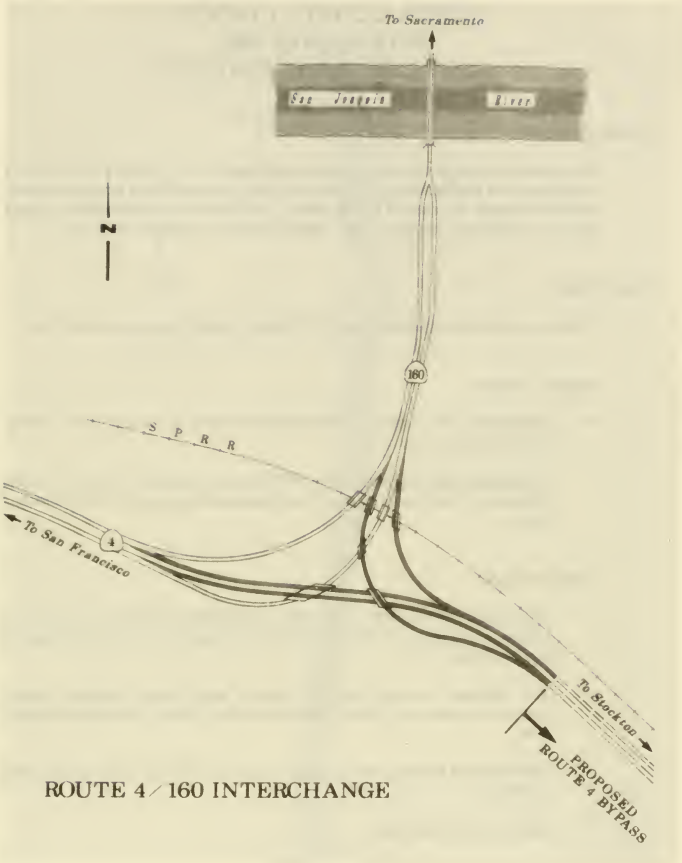
This project provides significant benefits in system continuity, economic development, congestion relief and safety.

System Continuity and Economic Development

- The project is critical to the construction of the Route 4 Bypass. Without the interchange linking it to Route 4 and Route 160, the Bypass would not function effectively.
- The interchange, along with the Bypass, would foster economic development in eastern Contra Costa County by providing an efficient transportation corridor for the movement of people and freight.
- Connects agricultural and residential areas in eastern Contra Costa County and the Central Valley with urban centers, ports and industries to the west.
- The project is critical to the Route 4 Bypass intended to relieve congestion and safety problems on the existing Route 4 through Oakley and Brentwood.

Safety and Congestion Relief

- The interchange together with the Bypass project will reduce congestion along existing Route 4 through Oakley and Brentwood by providing a bypass for regional traffic.
- Would likely reduce accident rates on existing Route 4 through Oakley and Brentwood.



ROUTE 4 / 160 INTERCHANGE

CONTRA COSTA COUNTY
INTERSTATE 680
AUXILIARY LANE PROJECT

Project Description

The proposed project, located in southern Contra Costa County, California, will construct an auxiliary lane approximately one half mile long in the northbound direction of I-680 between Sycamore Avenue and Diablo Road. The freeway is currently being widened from six to eight lanes in this vicinity, with the new lanes slated for HOV use.

Project Issues

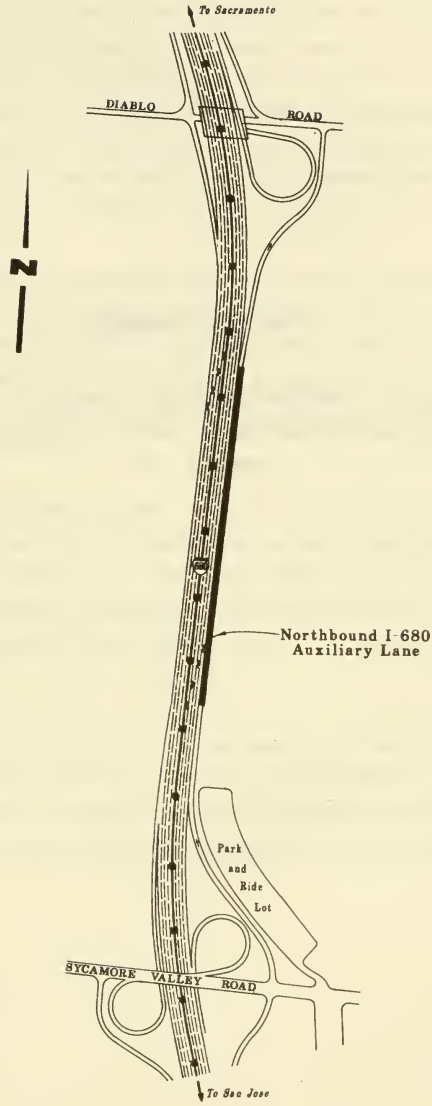
This project provides significant benefits in system continuity and congestion relief.

System Continuity

- The auxiliary lane project will facilitate traffic entering and leaving the freeway in this congested section.
- The auxiliary lane will serve future traffic from the proposed Sycamore Park and Ride project funded in the Contra Costa Transportation Authority's *1993 Strategic Plan*.

Congestion Relief

- Will provide relief for traffic travelling from residential communities to the south and east to business centers in the central county region as well as in Oakland and San Francisco.
- Will eliminate weaving conflicts between local traffic travelling between Sycamore Avenue and Diablo Road and regional traffic travelling through this area.
- This section of freeway currently operates at level of service (LOS) E during peak periods.
- High level of truck traffic


To Sacramento
DIABLO
ROAD
N
Northbound I-680
Auxiliary Lane
Park
and
Ride
Lot
SYCAMORE VALLEY ROAD
To San Jose

TESTIMONY PRESENTED

BY

CONGRESSMAN MATTHEW G. MARTINEZ

FOR THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 8, 1994

Mr. Chairman, for over 30 years there has been an approximately 4.5 mile gap in the Long Beach Freeway, Route 710. This gap is a direct result of the obstinance of one city and one city only, South Pasadena. Mr. Chairman and Members, all surrounding cities, Los Angeles County, and the State of California support ending the legal impasse created by South Pasadena and are looking forward to completing the 710 Freeway.

It is ridiculous that South Pasadena has failed to even slightly move towards reaching an agreement that will end years of traffic congestion and local gridlock. It is frustrating that this city has been given considerations that other local cities have been denied, as far as being an active participant in the freeway design and planning.

Regardless of these gestures, the State of California and South Pasadena are no closer to reaching an agreement then they were 30 years ago. This is not an issue that affects just South Pasadena, but rather this incomplete roadway restricts uninterrupted North-South freeway travel for millions of Southern Californians.

Practically every other city in Los Angeles has shouldered the burden of responsibility for providing transportation thoroughfares. Our other cities have recognized the importance of regional transportation and have agreed to allow sections of

Southern California's transportation system to pass through their jurisdictions.

It is time for the City of South Pasadena to recognize the importance of transit and accept its responsibility as a local city in Los Angeles County - by giving its nod of approval on a section of roadway that may inconvenience some citizens, but will benefit millions of others.

On November 18, 1964, the California Transportation Commission approved adoption of the 710 Freeway Meridian Route, a highway project that would finally complete a roadway gap in California's highway system. From that November in 1964, until today, South Pasadena has used every legal avenue available to stall the completion of the 710 Freeway.

In 1980, as an elected State Assemblyman for California's 59th District, I authored, and saw enacted into law California State Assembly Bill 1623 which modified Section 100.4 of California's Street and Highway Code. This legislation addressed a provision of California Law stating that any freeway project to be constructed through a city, requires that the California Transportation Commission enter into a freeway agreement with that city, to govern the closing off of streets, freeway ramps, and construction areas. South Pasadena used this provision to help block the completion of the 710 Freeway.

It was my belief that the decision to build or not to build the 710 Freeway extension should be based on transportation needs and environmental concerns. That is why I drafted A.B. 1623, which prohibits one dissenting city from stopping the forward progress of a needed transportation project. This was accomplished by making the signing of a freeway agreement a non-requirement for an otherwise federally and state approved transportation project. This provision was later repealed in the California courts by a ruling that stated A.B. 1623 contained a sunset provision, but this ruling is being appealed on the grounds that there was no statute of limitations included in the bill. I am fully confident that the appeals process will prevail and A.B. 1623 will be reestablished as law.

Since 1982, I have been the Congressman representing portions of the San Gabriel Valley that are severely impacted by the lack of the 710 Freeway's completion. Until the time when the 710 Freeway is finally finished, the gap that now exists will continue to cause unneeded traffic congestion, pollution, and accidents.

Clearly, the completion of the Route 710 project furthers the Clinton Administration's transportation and job development goals for the Southern California region. Recently, Caltrans completed its mitigation review and recommended a course of action supporting the Meridian Variation Route; a route which takes into

account the spectrum of local interests and concerns. I strongly believe that the completion of the 710 Project will help to put people first by improving travel, boosting the local economy, and furthering environmentally sound transportation options. Specifically, this project would improve traffic flow and air quality within the Southern California region, as well as create (at baseline estimates) 13,000 jobs, with the possibility of creating as many as 30,000 new positions in the California State workforce.

Since 1964, The California Department of Transportation (Caltrans) has studied 25 routes for the 710 Project, including a "no-build" option and seven separate low-build alternatives. After careful study, Caltrans rejected the no-build and low-build routes as unrealistic means to meet California's transportation demands. The final Environmental Impact Statement also indicates that several low-build studies have been conducted and rejected.

Any further delays, especially when based on the submission of impractical alternatives, serves no useful public purpose. This was again made evident when a low-build traffic management plan was submitted by a contingency of 710 Freeway opponents in the second half of 1993. This last minute "plan" did not meet the goals of regional transportation planning and stalled the decision making process while it was reviewed.

The plan was euphemistically described as a "multi-mode" alternative, based on "traffic calming" and would have terminated the 710 Freeway in the center of the blue-collar Latino neighborhood of El Sereno. This option would have dumped 120,000 vehicles per day into El Sereno's streets and in turn would have left the affluent community of South Pasadena isolated from sharing their portion of responsibility for transportation advancement.

The options submitted by South Pasadena carefully call for only a minimum of low level highway construction and street widening within the limits of their own city and less then subtlety, leave the traffic problems to exist in the already burdened surrounding communities. The most recent South Pasadena low-build plan should more accurately be termed "no-build". This plan represents the self-indulgent desires of one city to prevent the construction of a freeway at all costs, and foist the burden of a less than complete freeway upon neighboring communities.

Governor Wilson's Administration has persistently directed state officials to take "all necessary steps" to complete the 710 Freeway through South Pasadena. It has been stated by California's Secretary of Transportation, that the Administration feels very strongly that this is an integral part of the regional transportation system and that the state must move forward with this completion. Furthermore, the Los Angeles County

Metropolitan Transit Authority recently reaffirmed its support for the completion of the 710 Freeway and stated its support for the Meridian Variation Route.

An item reiterating the importance for the completion of the 710 Freeway, is the situation that recently came to light when sections of all major transportation routes west of Los Angeles were closed, at least temporarily, due to earthquake damage. Some repairs for collapsed overpasses and bridges may not be completed for a year, thus adding to the already nightmarish transportation problems in and around Los Angeles.
The 710 Freeway would have provided an essential North-South highway link - just 10 miles east of the City - had the 710 Freeway been complete.

I am fully aware of South Pasadena's opposition to the freeway-build proposal, but the time has come, after 30 years of various bureaucratic and legal roadblocks, to get the 710 Freeway on the road to completion. This is an important matter that is unquestionably supported by every city in Los Angeles County (excluding South Pasadena), the Los Angeles County Transit Authority, the State of California and by 90% of the north-south and the east-west traveling public that will be positively affected by completion of the Freeway.

City of Alhambra
Office of the Mayor and City Council

Gateway to the San Gabriel Valley

111 South First Street Alhambra California 91801

SURFACE TRANSPORTATION SUBCOMMITTEE HEARING

MARCH 8, 1994

TESTIMONY OF

BARBARA MESSINA, MAYOR OF ALHAMBRA, CALIFORNIA

REGARDING COMPLETION OF

ROUTE 710 IN LOS ANGELES COUNTY

printed on recycled paper

SURFACE TRANSPORTATION SUBCOMMITTEE HEARING

MARCH 8, 1994

TESTIMONY OF BARBARA MESSINA, MAYOR OF ALHAMBRA, CA

REGARDING COMPLETION OF ROUTE 710 IN LOS ANGELES COUNTY

Good morning, Chairman Rahall and members of the Surface Transportation Subcommittee. My name is Barbara Messina, and I am Mayor of Alhambra, an ethnically-diverse working class community in Los Angeles County. I represent 17 cities that have adopted resolutions calling for completion of Route 710.

Designed as one of the County's primary north-south corridors, Route 710 has since its inception failed to connect north and south. It ends 4.5 miles early, forcing cars and trucks onto a maze of interminably congested surface streets.

The plan to complete Route 710 has been the subject of a delicate and extremely complex environmental review process in which extraordinary efforts have been made to involve project proponents and opponents. Since the early 1960's, Caltrans has analyzed 24 possible routes, hosting countless public meetings in

and near South Pasadena and even involving the Advisory Council on Historic Preservation in the process of designing the final route. Following the 1992 release of the final Environmental Impact Statement, an Enhancement and Mitigation Advisory Committee was formed with representatives from the three cities directly affected by the project, including Alhambra, as well as from several special interest groups that actively oppose the project.

The Mitigation Committee's nine months of meetings and technical analysis produced this Report. It contains recommendations for significantly downsizing this project, while continuing to meet its goals. We found ways to reduce the freeway footprint to 142 feet, saving nearly 400 more homes, 807,000 square feet of land, and almost every historic property. We raised the number of cut-and-cover tunnels from one to four or, possibly, six, besides eliminating an interchange, restricting truck traffic, and recommending relocation benefits for householders who do not qualify for them under the law. Caltrans has agreed to almost all of our

recommendations.

This mitigated project represents a hard-won compromise. In contrast, the recently-resurrected Multi-Mode/Low Build Plan does not. Developed hastily with very little community input, the Low Build Plan fails to meet our regional needs in the areas of traffic safety and congestion, air quality, mobility, and fuel consumption. These conclusions are not my own. They are Caltrans', and they are embodied in a careful Caltrans study of the Low Build Plan which Secretary Pena will soon receive.

Allow me to describe just a few of the problems Caltrans found with the Low Build Plan. If we choose the Low Build option rather than completing the freeway, vehicles traveling the 710 corridor would drive 700,000 more miles every day, emitting 6,000 more kilograms of carbon monoxide daily. The Low Build option would force us to spend 75,000 more hours daily in our cars than would a completed freeway. Traffic on both north-south and east-west arterials would be significantly worse with Low Build than with a

freeway - from 59% to 121% worse. Further, the Low Build Plan derives almost all of its benefits from completion of the Pasadena Blue Line, a concept that defies logic, since the Pasadena Blue Line is an east-west facility that will not serve the 710 corridor. In any event, the Pasadena Blue Line is regarded as an essential complement to a complete freeway system and will be built rather or not we finish Route 710.

But perhaps the most disturbing feature of the Low Build Plan is that it would, according to Caltrans, force more than 100,000 more vehicles every day into minority, working class El Sereno, a community which South Pasadena says it wants to protect.

For all of these reasons and many more, Caltrans concludes in this detailed report that the Low Build Plan would not only fail miserably to meet our regional transportation, safety, and environmental needs, but could very well worsen conditions in many communities along the Route 710 corridor. Since it is Alhambra's goal to remove commuter traffic from our neighborhood streets, rather than to turn our residential lanes into

100-foot-wide so-called "smart streets", we emphatically oppose this plan. In fact, none of the cities affected by the Route 710 gap have endorsed the Low Build Option.

But, besides being "not-the-low-build plan", what does the mitigated freeway completion project have to offer? Important economic and environmental benefits.

Mr. Chairman, in the past three years, we in Los Angeles County have lost nearly 400,000 jobs in our six major industries, with construction jobs plummeting 44 percent. The recession continues to strangle us as our regional economy undergoes long-term structural changes. .

According to the Pasadena Research Foundation, a nonpartisan think tank, closing the Route 710 gap will create 26,000 to 29,000 full-time jobs. It will also infuse nearly $700 million into our regional economy, beginning long before the concrete is poured. A completed freeway will furthermore save workers and businesses 120,700 commuter hours daily, according to this EIS. Just during the first year after completion,

our region's industries will have 29 million extra hours in which to develop technology, expand trade, and otherwise strengthen our economy.

Because of these economic benefits, Route 710 supporters include both labor and management organizations, including the Southern California Contractors Association, the California State Building and Construction Trades Council, and nine local chambers of commerce.

Closing the gap will improve our health as well. Today, respiratory ailments are the number one cause of school absences in the Alhambra School District. Four Alhambra elementary schools and one high school are positioned along the freeway gap, just beyond the point where the 710 dumps 100,000 cars a day onto surface streets. Since steady freeway traffic creates less pollution than does stop-and-go surface street congestion, a completed freeway will give our children healthier air, preventing the emission of 4.8 tons of carbon monoxide every day. In the typical child's twelve-year school career, that means 24,000 fewer tons

of 'toxic gas on the playground if we complete the freeway.

Our kids will be safer, too. From 1987 to 1991, there were nearly 12 major traffic collisions every year at the corner of Fremont Avenue and Valley Boulevard in Alhambra. Half a mile from Route 710's unnatural terminus, this intersection is the eighth most congested in the entire 4,083 square mile area of Los Angeles County, and there's an elementary school a few blocks away.

We have similar problems on Los Robles Avenue, a residential street that winds through the 710 corridor. Mrs. Mary Gribble, who lives off Los Robles, wrote a letter to the Pasadena Star-News last year calling for completion of Route 710 and stating the following: "One Halloween season," she said, "after hearing a loud crash, I was awakened by loud sobbing two hours later. The mother of a young woman just killed on Los Robles had come to view the site where her daughter was last alive .... Many nights have been shattered by crashes."

According to the EIS, closing the Route 710 gap

will prevent an average of 610 traffic accidents and seven deaths every year.

Mr. Chairman, the people affected by the Route 710 gap, along with the people who have sacrificed to build the 710 this far, are less privileged than the people who oppose completing this freeway. Route 710 travels through uniformly blue collar, ethnically-diverse communities until until it slams to a halt just south of South Pasadena. Unlike its southern neighbors, including Alhambra, South Pasadena has an affluent population, a median income 30 percent above the County average, and a particularly well-educated and well-placed citizenry. While this contrast may be insignificant, my constituents fear that a well-connected community has perhaps been accommodated with a freeway gap, while the working class minority people of Alhambra and East L.A. have paid the economic and physical price.

Support for completing Route 710 extends far beyond my constituents, however. Seventeen cities in the area served by Route 710 - an area that stretches

35 miles - have passed formal resolutions calling for completion of Route 710. They represent 4.6 million people. In contrast, the only town in opposition has a population of 24,000. Thirty-four organizations have joined the 710 Freeway Coalition, which advocates for closing the gap. They include nine cities, nine Chambers of Commerce, seven labor unions and federations, two regional transportation groups, four regional business and industry groups, and three neighborhood and ethnic associations.

Mr. Chairman, completing Route 710 in Los Angeles County is the democratic, environmentally-correct and fiscally-responsible thing to do. According to Caltrans, the Low Build Plan is not a viable option to this project, for scores of reasons. Therefore, please help us save lives, improve air quality, strengthen our economy, and reduce traffic throughout our region by refusing to place more obstacles in the way of the Route 710 Completion Project. Thank you for your time and consideration.

710 Freeway Coalition

117 East Colorado Blvd., Suite 100, Pasadena, CA 91105-1993
(818) 795-3355 ext. 26

City of Long Beach
Los Angeles County Federation of Labor
Greater Los Angeles Transportation Coalition
City of Commerce
Pasadena Chamber of Commerce
Los Angeles/Orange County Building & Construction Trades Council
City of Arcadia
San Gabriel Chamber of Commerce
Southern California District Council of Carpenters
City of Monrovia
Old Pasadena Business and Professional Association
Alhambra Chamber of Commerce
Temple City Chamber of Commerce
Building Industry Association of Southern California
Pasadena/Altadena Black Business Association
City of Monterey Park
State Building and Construction Trades Council
Glendale Chamber of Commerce
City of Alhambra
Burbank Chamber of Commerce
City of Azusa
Cement/Mason Workers Union
Long Beach Chamber of Commerce
Southern California Contractors Association
City of San Gabriel
Monterey Park Chamber of Commerce
Pasadena Transportation Management Association
City of Pico Rivera
Operating Engineers Local #12
East Pasadena Improvement Committee

Pasadena NOW!
Arcadia Chamber of Commerce
Southern California District Council of Laborers
Central City Association

March 1, 1994

Federico Pena
Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

RE: Long Beach Freeway (Route 710) Completion Project, Los Angeles County

Dear Secretary Pena:

The cities which we represent, all of them located in the region served by Route 710, strongly support closure of the thirty-year-old Long Beach Freeway gap.

For more than three decades, while the Route 710 gap has increased pollution and compromised quality of life for many of our constituents, freeway supporters have patiently helped mitigate any potential negative impacts of the gap closure. Recently, through the Route 710 Enhancement and Mitigation Advisory Committee, freeway proponents agreed to project cutbacks that would

- save virtually every historic structure along the freeway route
- eliminate a costly freeway interchange
- preserve another 379 homes
- save 807,000 more square feet of land.

Though these concessions will require tangible sacrifices from our constituents, Advisory Committee members were willing to make them in order to reach a gap closure compromise acceptable to everyone.

Despite the last-minute reincarnation of the flawed low build alternative, we continue to regard the Meridian Variation Route as the fairest and most efficient solution to our problems. In fact, some of our cities have already completed a careful study of the newest low build alternative and have concluded that, far from reducing traffic overall, the plan would worsen our plight.

In contrast, after years of study and a highly-detailed Environmental Impact Report, we know that completing the freeway will benefit our region. Every day, the project will remove 200,000 vehicles from surface streets and other segments of the L.A. freeway system, preventing the emission of 4.8 tons of carbon monoxide. Annually, a completed freeway will avert 610 traffic accidents, saving 7 lives. In the first 20 years of use, besides preserving 149 lives, a completed 710 will save governments, businesses, and individuals in our region $5.3 billion. Long before then, moreover, the project will have created 26,000 to 29,000 skilled labor jobs, according to the Pasadena Research Foundation.

For these reasons, our cities continue to support completion of Route 710. On behalf of our 4 million constituents, we strongly urge you to issue a Record of Decision in favor of this project at your earliest convenience.

Thank you for your consideration.

Sincerely yours,

James Castaneda, Mayor
City of San Gabriel

Eugene F. Moses, Mayor
City of Azusa

Marie T. Purvis, Mayor
City of Monterey Park

Joseph K. Ciraulo, Mayor
City of Arcadia

Bob Bartlett, Mayor
City of Monrovia

Margaret E. Finlay, Mayor
City of Duarte

Alex Rodriguez, Mayor
City of Cudahy

Fidel Vargas, Mayor
City of Baldwin Park

Ruth Aldaco, Mayor
City of Commerce

Richard Alatorre, Councilman
City of of Los Angeles

Robert W. Bruesch, Mayor
City of Rosemead

Barbara Messina, Mayor
City of Alhambra

Frank Duran, Mayor
City of Bell Gardens

Executive Summary

On September 27, 1993, at the California Transportation Commission Public Hearing in Pasadena, the City of South Pasadena and its consultant, supported by others, presented the Multi-Mode/Low Build Plan. This Plan proposed the construction of the Pasadena Blue Line, the Blue Line Extension, Metrolink improvements, low build connectors, extension of Route 710 0.3 mile northerly to Mission Road, arterial street improvements, feeder bus service, electric trolley service, northern and southern traffic diffusion, as well as a traffic calming strategy, to manage traffic congestion within the corridor.

Caltrans was asked to evaluate the effectiveness of this Low Build Plan and a team of transportation professionals was formed. This team consisted of Caltrans traffic experts and consultant specialists, with focused assistance from the LACMTA and others. An evaluation methodology was agreed to based upon regional data. After various meetings, discussions, and modifications, the final definition of the Low Build Plan was agreed to on January 5, 1994.

The Low Build Plan relies heavily on a substantial modal shift to public transportation as an alternative to the construction of the Route 710 Freeway. The Pasadena Line is specifically viewed as a major alternative to freeway construction. Caltrans embraces the proposed construction of the Pasadena Blue Line. This transit facility will provide some relief to congestion levels on the Route

210 and Route 110 Freeways, namely for those trips with origins and destinations between the vicinity of Sierra Madre, Pasadena, South Pasadena, Highland Park, and Los Angeles downtown. It must be noted, however, that the proposed Pasadena Blue Line will be implemented irrespective of the Build, Low Build or No Build Options. Caltrans and the LACMTA does not view the Pasadena Blue Line as an alternative to the Route 710 extension. These two transportation facilities service different patrons.

The Pasadena Blue Line, traverses in a northeast/southwest direction and covers a very short segment of the Route 710 corridor. The effect of the Pasadena Blue Line on the Route 710 traffic corridor users is minimal.

The Low Build Report asserted philosophically that there is a sign of modal shift away from automobile use in America. In Southern California, this shift is not projected to be substantial. Studies have shown that, as in the case of the Los Angeles/Long Beach Blue Line, the shift is primarily from public bus mode to light rail mode. The shift from automobile to light rail only amounts to 2% on the Harbor (Route 110) and Long Beach (Route 710) Freeways, both of which are parallel to the Long Beach Blue Line.

The Pasadena Blue Line is the center-piece of the Low Build Plan, which the Consultant projected to provide 200,000 to 290,000 person-trip capacity. However, LACMTA, owner/operator of the Pasadena Blue Line, projected a ridership of only 64,000 passengers a day. These conflicting projections illustrate the fundamental differences between the Low Build proposal and the Build Alternative. Two distinctly different versions of future travel patterns are envisioned. More importantly, the Low-Build projections are not achievable.

Computer modeling of the Low Build Plan was conducted within a windowed area covering the westerly half of the San Gabriel Valley. Assumptions regarding features of the Low Build Plan as revised through January 5, 1994, were incorporated into the model network. These assumptions were shared with and verified by representatives of Glatting Jackson, consultants to the City of South Pasadena. Mr. Walter Kulash of Glatting Jackson Consultants indicated that the assumptions were reasonable for modeling purposes.

The model results compare the Build and Low Build Alternatives on a daily basis in the area windowed as shown on the following table:

Parameter	Low Build	Build	Difference
Vehicle Miles Traveled	64,996,000	64,967,000	29,000
Vehicle Hours of Travel	2,561,000	2,476,000	85,000
2010 ADT (E/W Facility)	2,774,820	2,689,900	84,920
2010 ADT (N/S Facility)	786,200	628,900	157,300

The model results identify increases in vehicle miles traveled, and vehicle hours of travel under the Low Build Plan. In addition, pollution levels also rise as a result of Low Build Plan. Keep in mind that these are daily figures.

The model results also compare the traffic volume between Build and Low Build Proposals on east/west Roads and north/south Roads. On east/west roads, California Boulevard between Orange Grove Boulevard and Fair Oaks Avenue would experience 116% more traffic for the Low Build compared to the Build Alternative. Similarly, Mission Road west of Fremont would experience a 352% increase in traffic volumes over the Build Alternative.

On north/south roads, the Low Build proposal also resulted in more traffic volumes than the Build Alternative. *Examples:*

Fremont Ave.	2010 Build	2010 LowBuild	Differences	
Valley Blvd. to Poplar Blvd.	52,000	84,000	31,100	59%
Alhambra Rd. to Huntington Dr.	22,500	48,400	25,900	115%
Fair Oaks Ave.				
Huntington Dr. to Monterey Rd.	34,700	60,100	25,400	73%
Pasadena Fwy. to California Blvd.	21,800	48,100	26,300	121%
Colorado Blvd. to Foothill Fwy.	20,900	36,600	15,700	75%
Arroyo Parkway				
Route 110 to California Blvd.	43,200	70,400	27,200	63%

A limited intersection analysis was undertaken and ten intersections were selected for analysis.

All of the ten intersections evaluated are expected to operate at LOS E or LOS F under the Low Build Plan. The average delay per vehicle ranges from 44.0 seconds at the intersection of Glenarm Street and Fair Oaks Avenue to 111.2 seconds at the intersection of Glenarm Street and Arroyo Parkway. Total average vehicle delay for these intersections is 790.3 seconds.

With the Route 710 Extension, only the intersection of Glenarm Street and Arroyo Parkway will continue to operate at LOS F. The remaining nine intersections will operate at LOS D or better. The average delay per vehicle ranges from 13.2 seconds at California Boulevard and Pasadena Avenue to 77.1 seconds at Glenarm Street and Arroyo Parkway. Under the Low Build Plan, these ten intersections will exhibit delays which are almost three times larger than if the 710 Extension were in place.

The majority of the transportation deficiencies identified in the "Needs" chapter of the Route 710 Final EIR/EIS are not addressed by the Low Build Plan. A summary of these issues is shown as follows:

Transportation Goals	Build Alternative	Low Build Alternative
Reduce Local street congestion	Yes	Limited
Reduce circuitous trips (regional)	Yes	No
Completion of HOV network (regional)	Yes	No
Promote carpools and vanpools (regional)	Yes	No
Promote transit (rail and bus use)	Yes	Yes

Reduce single drive car trips	Yes	Limited
Reduce accident & fatality rates	Yes	No
Reduce air pollutants	Yes	No

Of course the freeway construction alternative involves significant residential displacement, historic resource impacts, noise increases, school impacts and is more costly. For more detailed information see the Route 710 Freeway Mitigation Committee Report and the Final EIR/EIS.

The results of the Caltrans/DKS analysis clearly indicate that the Build Alternative is a better transportation strategy in reducing congestion, in promoting carpools/vanpools, in improving air quality, in enhancing safety-reduced accidents, and in increased mobility for the region.

The Low Build Plan would be very useful as a part of a mitigation plan for local development and construction. The proposed Low Build Plan provides for some limited local benefits, but it does not meet the regional mobility needs which will be solved by the proposed Route 710 Extension.

Testimony

Of

WILLIAM W. MILLAR

Executive Director

Port Authority of Allegheny County
Pittsburgh, Pennsylvania

On The

PROPOSED NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES RELATED TO HIGHWAY AND TRANSIT PROGRAMS

Submitted To The

SURFACE TRANSPORTATION SUBCOMMITTEE

Of The

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
UNITED STATES HOUSE OF REPRESENTATIVES

March 8, 1994

82-612 - 94 - 14

GOOD AFTERNOON CHAIRMAN RAHALL AND DISTINGUISHED MEMBERS OF THE HOUSE SURFACE TRANSPORTATION SUBCOMMITTEE. MY NAME IS WILLIAM W. MILLAR, EXECUTIVE DIRECTOR OF PORT AUTHORITY OF ALLEGHENY COUNTY - THE PRINCIPAL PUBLIC TRANSPORTATION AGENCY SERVING THE PITTSBURGH URBANIZED AREA. PORT AUTHORITY - WHICH LOCAL RESIDENTS KNOW SIMPLY AT "PAT" - SERVES APPROXIMATELY 275,000 CUSTOMERS EACH DAY THROUGH A VARIETY OF SERVICES INCLUDING BUS, LIGHT RAIL, INCLINE AND PARATRANSIT.

I AM PLEASED TO BE HERE TODAY TO DISCUSS THE IMPORTANCE OF AMENDMENTS TO THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA) WHICH ARE BEING CONSIDERED BY THE SUBCOMMITTEE. ISTEA HAS RIGHTFULLY BEEN HAILED AS THE MOST SIGNIFICANT TRANSPORTATION LEGISLATION SINCE THE DESIGNATION OF THE NATION'S INTERSTATE HIGHWAY SYSTEM IN THE 1950'S. IT EMPHASIZES QUALITY OF LIFE GOALS SUCH AS MOBILITY AND A CLEAN ENVIRONMENT RATHER THAN JUST PHYSICAL IMPROVEMENTS SUCH AS ROAD BUILDING OR SUBWAY CONSTRUCTION. IT GIVES UNPRECEDENTED PROGRAMMING FLEXIBILITY TO LOCAL DECISIONMAKERS TO MAXIMIZE THE EFFECTIVENESS OF FEDERAL INVESTMENTS.

I SHARE SUBCOMMITTEE CHAIRMAN RAHALL'S VIEW THAT ISTEA IS BASICALLY SUCCESSFUL LEGISLATION AND SHOULD NOT BE ALTERED IN ANY FUNDAMENTAL WAY. HOWEVER, AS CONGRESS MUST DEFINE A NATIONAL HIGHWAY SYSTEM (NHS) IN AUTHORIZING LEGISLATION BY

SEPTEMBER, 1995, IT IS IMPORTANT THAT CONGRESS ALSO MAKE OTHER NEEDED ADJUSTMENTS TO ISTEA AS WELL.

NEED FOR NATIONAL TRANSPORTATION SYSTEM

KEEPING WITH THE INTERMODAL SPIRIT OF ISTEA, TRANSPORTATION SECRETARY FEDERICO PEÑA AND OTHERS HAVE HIGHLIGHTED THE IMPORTANCE OF LOOKING BEYOND AN NHS AND TOWARD A MORE INTEGRATED VIEW OF OUR NATIONAL TRANSPORTATION INFRASTRUCTURE. SUCH A NATIONAL TRANSPORTATION SYSTEM (NTS) COULD FOCUS ON AN INTEGRATED SYSTEM RATHER THAN ON DISCONNECTED, SOMETIMES COMPETING MODES WHICH TOO OFTEN HAVE EXISTED IN THE PAST.

CONGRESS SHOULD APPROVE A NATIONAL TRANSPORTATION SYSTEM (NTS) BLUEPRINT WITH A NATIONAL HIGHWAY SYSTEM (NHS) COMPONENT. BASED ON STATE AND LOCAL INPUT, THE NTS WOULD IDENTIFY HIGHWAYS, PUBLIC TRANSPORTATION SYSTEMS, RAILROADS, INTERCITY BUS LINES, WATERWAYS, AIRPORTS, FREIGHT TERMINALS AND OTHER INTERMODAL FACILITIES CRITICAL TO THE NATION'S TRANSPORTATION NETWORK.

I WOULD SUGGEST THAT STATES BE ALLOCATED FUNDS TO ADDRESS THE ONGOING MAINTENANCE AND DEVELOPMENT OF NTS FACILITIES. A PORTION OF EACH STATE'S NHS FUNDING SHOULD BE SUBALLOCATED TO METROPOLITAN AREAS ON THE SAME FORMULA BASIS AS SURFACE TRANSPORTATION PROGRAM (STP) FUNDING.

PROJECT SELECTION IN THESE AREAS SHOULD BE A JOINT RESPONSIBILITY OF THE STATE AND THE METROPOLITAN PLANNING ORGANIZATION (MPO).

LEGISLATION TO ADOPT A NATIONAL HIGHWAY SYSTEM AS PART OF A NATIONAL TRANSPORTATION SYSTEM WOULD HELP TO FOCUS OUR TRANSPORTATION OBJECTIVES ON MOBILITY, EFFICIENCY, PRODUCTIVITY, ENVIRONMENTAL PROTECTION, URBAN REVITALIZATION AND OTHER CRITICAL GOALS.

REQUEST FOR PROJECT AUTHORIZATIONS

THE SUBCOMMITTEE HAS INDICATED THAT PROJECT-SPECIFIC STATUTORY AUTHORIZATIONS WILL BE IMPORTANT FOR ANY TRANSIT PROJECT SEEKING SECTION 3 NEW START FUNDING IN FY 1995 AND IN THE FUTURE. ACCORDINGLY, PORT AUTHORITY OF ALLEGHENY COUNTY IS REQUESTING PROJECT AUTHORIZATIONS FOR THREE TRANSIT PROJECTS AT THIS TIME. THESE PROJECTS ARE:

1. BUSWAY SYSTEM EXPANSION PROGRAM.
2. STAGE II SOUTH HILLS LIGHT RAIL RECONSTRUCTION PROJECT.
3. SPINE LINE.

THE BUSWAY SYSTEM EXPANSION PROGRAM AND THE STAGE II SOUTH HILLS LIGHT RAIL RECONSTRUCTION PROJECT WERE AUTHORIZED UNDER ISTEA AND HAVE MOVED FORWARD. SINCE ISTEA THE SPINE LINE PROJECT HAS MADE SIGNIFICANT PROGRESS, AND IT IS

OUR INTENT TO FUND THIS PROJECT IN THE ISTEA TIMEFRAME. ALTHOUGH THE BUSWAY SYSTEM EXPANSION PROGRAM IS THE IMMEDIATE PRIORITY, FTA SECTION 3 NEW START FUNDING WILL BE A CRITICAL PART OF EACH PROJECT.

EACH OF THESE PROJECTS WAS DISCUSSED EXTENSIVELY IN MATERIAL SUBMITTED RECENTLY BY CONGRESSMAN WILLIAM J. COYNE IN A FORMAT REQUESTED BY THE SUBCOMMITTEE. FOLLOWING IS A SUMMARY OF EACH PROJECT, INDICATING STATUS, NEEDS AND BENEFITS.

Busway System Expansion Program

ADDITIONAL FTA SECTION 3 "NEW START" FUNDS IN THE AMOUNT OF $70.7 MILLION ARE NEEDED FOR THE COMPLETION OF PHASE I OF ALLEGHENY COUNTY'S BUSWAY SYSTEM EXPANSION PROGRAM. THIS INCLUDES THE CONSTRUCTION OF THE AIRPORT BUSWAY / WABASH HOV FACILITY AND EXTENSION OF THE MARTIN LUTHER KING, JR. EAST BUSWAY. TITLE I OF ISTEA PROVIDES $31.5 MILLION FOR THIS PROJECT UNDER SECTION 1108 CONTRACT AUTHORITY, WITH AN ADDITIONAL $39.5 AUTHORIZED TO BE APPROPRIATED UNDER SECTION 1069. WHILE FUNDING UNDER SECTION 1108 IS BEING UTILIZED, FUNDING PURSUANT TO SECTION 1069 HAS NOT YET BEEN APPROPRIATED.

THE $70.7 MILLION REQUESTED IS THE REMAINING PIECE OF THE FINANCIAL PLAN FOR THE $293 MILLION AIRPORT BUSWAY / WABASH HOV FACILITY. STATE AND LOCAL OFFICIALS HAVE MADE THE PROJECT

A TOP LOCAL PRIORITY, AND HAVE PUT IT ON AN ACCELERATED SCHEDULE IN ORDER THAT THE AIRPORT BUSWAY / WABASH HOV FACILITY WILL BE OPEN BEFORE NECESSARY RECONSTRUCTION OF THE MAJOR BRIDGE ON I-279 CARRYING MORE THAN 146,000 VEHICLES PER DAY CAN OCCUR. WITH ALL MAJOR CONSTRUCTION CONTRACTS FOR THE AIRPORT BUSWAY / WABASH HOV FACILITY EXPECTED TO BE AWARDED BY THE END OF FY 1995, IT IS IMPORTANT THAT THE SECTION 3 AUTHORIZATION FOR FY 1995 BE AT THE $70.7 MILLION AMOUNT.

PRELIMINARY ENGINEERING FOR THE AIRPORT BUSWAY / WABASH HOV FACILITY HAS BEEN COMPLETED AND FINAL DESIGN OF THE PROJECT WILL BEGIN SOON. THIS PROJECT WILL INCLUDE A NEW BRIDGE FROM DOWNTOWN PITTSBURGH ACROSS THE MONONGAHELA RIVER TO STATION SQUARE WHERE THE BUSWAY WILL FOLLOW ALONGSIDE AN ACTIVE RAILROAD RIGHT-OF-WAY OWNED BY CONRAIL, TURN AND CONTINUE ONTO AN ABANDONED RAILROAD RIGHT-OF-WAY AND EVENTUALLY CONNECT WITH INTERSTATE 279, KNOWN AS PARKWAY WEST, IN CARNEGIE BOROUGH. EIGHT PASSENGER STATIONS AND EIGHT PARK-AND-RIDE SITES WOULD BE BUILT AS PART OF THE AIRPORT BUSWAY / WABASH HOV FACILITY.

THIS INTERMODAL PROJECT INCLUDES A HIGH-OCCUPANCY VEHICLE (HOV) FACILITY FROM RT. 51 TO DOWNTOWN PITTSBURGH USING THE EXISTING BUT UNUSED WABASH TUNNEL. THIS HOV TUNNEL WOULD SHARE A COMMON BRIDGE INTO DOWNTOWN PITTSBURGH WITH THE AIRPORT BUSWAY. THE WABASH TUNNEL, WHICH IS OWNED BY PAT, WILL BE MODIFIED AND INTEGRATED INTO THE 8.1 MILE PROJECT.

THE 22,000 DAILY BUS PASSENGERS CURRENTLY TRAVELING THROUGH THE CORRIDOR IN PUBLIC OR PRIVATE BUSES WOULD GAIN THE IMMEDIATE BENEFITS OF CONGESTION-FREE SERVICE WHICH THE PROJECT WILL OFFER. IT IS ESTIMATED THAT THE AIRPORT BUSWAY / WABASH HOV FACILITY WILL SERVE MORE THAN 56,000 RIDERS PER DAY BY THE YEAR 2005. STUDIES HAVE SHOWN AN EXTREMELY FAVORABLE COST-EFFECTIVENESS RATING OF LESS THAN $5.00 PER NEW RIDER, MAKING IT ONE OF THE MOST COST-EFFECTIVE PROJETS IN THE NATION ACCORDING TO FTA'S RANKING SYSTEM. EACH NEW RIDER MEANS LESS CONGESTION AND FEWER POLLUTION-EMITTING AUTOMOBILES ON THE ROAD. AN AVERAGE OF 25 MINUTES PROJECTED TIME SAVINGS DURING PEAK HOUR TRAVEL PERIODS WILL ACCRUE TO COMMUTERS USING THE FULL LENGTH OF THE BUSWAY.

THE SECOND PART OF THE BUSWAY SYSTEM EXPANSION PROGRAM IS THE MARTIN LUTHER KING, JR. EAST BUSWAY EXTENSION. THE MARTIN LUTHER KING, JR. EAST BUSWAY OPENED IN 1983. THIS 6.8 MILE ROADWAY RUNS FROM DOWNTOWN PITTSBURGH THROUGH THE EASTERN NEIGHBORHOODS OF THE CITY OF PITTSBURGH TO THE SUBURBAN MUNICIPALITY OF WILKINSBURG. EACH DAY, APPROXIMATELY 30,000 RIDERS ARE TRANSPORTED QUICKLY AND EFFICIENTLY TO THEIR DESTINATIONS ALONG THIS TRANSIT EXCLUSIVE ROADWAY. SERVICE ON THE EAST BUSWAY CONSISTS OF BUSES STOPPING AT SIX STATIONS SERVING PREDOMINANTLY WALK-ON PASSENGERS, PLUS SERVICE PROVIDED ON ROUTES WHICH TRAVERSE LOCAL NEIGHBORHOODS AND THEN ENTER THE BUSWAY AT SIX

LOCATIONS TO COMPLETE THEIR TRIPS ON A TRAFFIC-FREE, NONSTOP BASIS.

THE SUCCESS OF THE EAST BUSWAY HAS SPURRED REQUESTS FROM NEIGHBORHOODS AND MUNICIPALITIES TO EXTEND THE BUSWAY EASTWARD TO PROVIDE EXPRESS BUS SERVICE TO MORE OF THE MONONGAHELA VALLEY, THE CENTER OF THE ONCE THRIVING STEEL INDUSTRY. TODAY, THE BUSWAY EXTENSION IS PART OF THE EFFORT TO REDEVELOP THE MON VALLEY AND PROVIDE ACCESS FOR THOUSANDS OF ITS UNEMPLOYED AND UNDEREMPLOYED RESIDENTS.

PHASE I IS A 2.3 MILE EXTENSION OF THE EAST BUSWAY TO SERVE THE ADJACENT COMMUNITIES OF EDGEWOOD, SWISSVALE AND RANKIN, AND TO PROVIDE COMMUNITIES THROUGHOUT THE MONONGAHELA AND TURTLE CREEK VALLEYS IMPROVED ACCESS TO THE BUSWAY. SERVICE WOULD CONTINUE TO INCLUDE ROUTES STOPPING AT ALL STATIONS PLUS EXPRESS ROUTES. PROJECTED AVERAGE TIME SAVINGS WOULD BE 10 MINUTES PER TRIP. IN ADDITION, THE EXTENDED BUSWAY WILL INCLUDE PARK-AND-RIDE LOTS, A FEATURE WHICH DOES NOT EXIST ON THE CURRENT EAST BUSWAY.

DAILY RIDERSHIP IS PROJECTED TO INCREASE FROM 30,400 TODAY TO OVER 50,000 IN THE YEAR 2005. THE FEDERAL COST-EFFECTIVENESS CALCULATION FOR THIS EXTENSION IS LESS THAN $5.00 TOTAL COST-PER-NEW-RIDER, AGAIN SHOWING ITS HIGH COST-EFFECTIVENESS.

Stage II South Hills Light Rail Reconstruction Project

THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA) RECOGNIZED THE STAGE II PROJECT AS A "NEW START" AND INCLUDED AN AUTHORIZATION OF $5 MILLION IN FTA "NEW START" FUNDING. AN ADDITIONAL AUTHORIZATION OF $75 MILLION IN NEW START FUNDS IS NEEDED IN CONJUNCTION WITH FIXED GUIDEWAY MODERNIZATION FUNDS AND OTHER FUNDING IF THE STAGE II PROJECT IS TO PROCEED ON A TIMELY BASIS.

THE STAGE II SOUTH HILLS LIGHT RAIL RECONSTRUCTION PROJECT IS THE SECOND AND FINAL PART OF AN EFFORT TO REBUILD AND MODERNIZE ALLEGHENY COUNTY'S 100 YEAR OLD STREETCAR LINES INTO A MODERN LIGHT RAIL TRANSIT SYSTEM. WITH THE STRONG SUPPORT OF THIS SUBCOMMITTEE THE INITIAL PHASE OF THE PROJECT (STAGE I) OPENED IN 1987.

THE STAGE II SYSTEM CONSISTS OF THE OVERBROOK, LIBRARY AND DRAKE TROLLEY LINES WHICH DATE BACK TO THE TURN OF THE CENTURY. THESE LINES WERE NOT REBUILT IN THE 1980'S AS PART OF THE STAGE I LIGHT RAIL SYSTEM, BUT WERE TO BE PART OF THE SECOND PHASE (STAGE II). THESE LINES, ALONG WITH THE PRESIDENTIAL CONFERENCE COMMITTEE (PCC) TROLLEYS, HAVE BEEN KEPT IN SERVICE THROUGH ONGOING REPAIRS AND SPECIAL MAINTENANCE ACTIVITIES. HOWEVER, SUCH ACTIONS ARE NO LONGER ADEQUATE TO KEEP THESE FACILITIES IN SERVICE AND NEW INVESTMENTS ARE REQUIRED FOR THE STAGE II SYSTEM. IN FACT, THE OVERBROOK LINE

WAS RECENTLY CLOSED DUE TO SAFETY CONCERNS RELATED PRIMARILY TO ITS 80 YEAR OLD LONG SPAN WOODEN BRIDGES.

THE TOTAL COST OF THE 12 MILE STAGE II PROJECT IS PROJECTED AT $330 MILLION. WHILE THE PROJECT IS ELIGIBLE FOR FUNDING UNDER THE FIXED GUIDEWAY MODERNIZATION PROGRAM, THIS FORMULA PROGRAM PROVIDES ONLY $15 MILLION PER YEAR FOR THE PITTSBURGH URBANIZED AREA, AND THESE FUNDS MUST BE USED FOR OTHER FIXED GUIDEWAY MODERNIZATION NEEDS AS WELL. ADDITIONAL FUNDING SOURCES ARE NEEDED IF THE $330 MILLION PROJECT IS TO BECOME REALITY.

Spine Line

A NEW START AUTHORIZATION OF $20 MILLION IS REQUESTED TO ASSIST IN COVERING THE PRELIMINARY ENGINEERING COSTS OF THIS PROJECT. WE WILL SOON BEGIN THE MAJOR INVESTMENT ANALYSIS AND DRAFT ENVIRONMENTAL IMPACT STATEMENT PHASE OF THIS PROJECT.

THE SPINE LINE CORRIDOR IS THE MOST POPULATED AND HIGHLY URBANIZED SECTION OF PITTSBURGH AND ALLEGHENY COUNTY. IT IS ALSO THE HIGHEST VOLUME TRANSIT CORRIDOR.

THE SPINE LINE PROJECT, AN EXTENSION OF THE LIGHT RAIL TRANSIT SYSTEM, WOULD PROVIDE FIXED GUIDEWAY TRANSIT SERVICE IN THE CORRIDOR CONNECTING THE NORTH SIDE, DOWNTOWN

PITTSBURGH, HILL / MIDTOWN, OAKLAND AND SQUIRREL HILL NEIGHBORHOODS OF THE CITY OF PITTSBURGH.

THE BUS ROUTES SERVING THE CORRIDOR CARRY ABOUT 110,000 RIDERS PER DAY. THESE ROUTES CONNECT THE LARGEST CONCENTRATION OF TRIP GENERATORS IN THE PITTSBURGH METROPOLITAN AREA. DOWNTOWN PITTSBURGH IS THE MAJOR RETAIL AND EMPLOYMENT CENTER IN THE REGION. OAKLAND IS PITTSBURGH'S EDUCATIONAL, INSTITUTIONAL AND MEDICAL CENTER. THE NORTH SIDE INCLUDES A STRONG MIX OF EMPLOYMENT, RETAIL AND RESIDENTIAL ACTIVITIES AND INCLUDES MANY REGIONAL ASSETS INCLUDING THREE RIVERS STADIUM, CARNEGIE SCIENCE CENTER AND ALLEGHENY GENERAL HOSPITAL. HILL / MIDTOWN IS A HIGH VOLUME TRANSIT AREA, AND SQUIRREL HILL IS A REGIONAL SHOPPING AND MAJOR RESIDENTIAL AREA.

A LIGHT RAIL TRANSIT LINE WOULD PROVIDE THIS MAJOR CORRIDOR OF THE PITTSBURGH REGION WITH A HIGH CAPACITY TRANSIT LINK COMMENSURATE WITH THE AREA'S LEVEL OF ACTIVITY. THE ANTICIPATED HIGH RIDERSHIP LEVELS ON SPINE LINE OF APPROXIMATELY 60,000 DAILY RIDERS WOULD MAXIMIZE THE OPPORTUNITY FOR REDUCING TRANSIT OPERATING COSTS, WHICH IS AN IMPORTANT ISSUE FACING TRANSIT.

ISTEA TECHNICAL CORRECTIONS

IN THE SUBCOMMITTEE'S CONSIDERATION OF AMENDMENTS TO ISTEA, I WOULD LIKE TO BRING ATTENTION TO THREE AREAS WHERE I BELIEVE ISTEA COULD BE STRENGTHENED, CLARIFIED AND ENHANCED. THESE ISSUES ARE:

1. ALLOW URBAN AREAS WHICH HAVE RECENTLY BECOME AIR QUALITY MAINTENANCE AREAS TO CONTINUE RECEIVING CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING.

2. ESTABLISH FAIR VOTING GUIDELINES FOR MPO'S TO FOLLOW IN THE ALLOCATION OF FEDERAL TRANSPORTATION RESOURCES.

3. FORMALLY RECOGNIZE THE URBAN REVITALIZATION OBJECTIVES OF MPO'S.

CMAQ Eligibility For Air Quality Maintenance Areas

ONCE THE NAME "PITTSBURGH" WAS SYNONYMOUS WITH "SMOKEY CITY". A FIFTY YEAR EFFORT TO CLEAN THE AIR HAS PAID OFF AND NOW THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL RESOURCES HAS REQUESTED THAT THE PITTSBURGH URBANIZED AREA BE REDESIGNATED AS AN ATTAINMENT OR "MAINTENANCE" AREA FOR THE NATIONAL AMBIENT AIR QUALITY STANDARD FOR OZONE. IF REDESIGNATION IS GRANTED, THE PITTSBURGH AREA WILL LOSE ITS ELIGIBILITY UNDER ISTEA'S CONGESTION MITIGATION AND AIR QUALITY

PROGRAM (CMAQ) AND THUS WILL BE PUNISHED FOR ITS FORESIGHT AND HARD WORK IN CLEANING ITS AIR. OTHER URBAN AREAS OF THE COUNTRY FACE THE SAME SITUATION AS THEY APPROACH AND ACHIEVE ATTAINMENT OF ESTABLISHED AIR QUALITY STANDARDS.

UNDER THE FEDERAL CLEAN AIR ACT (CAA), THE OBLIGATION IS NOT SIMPLY TO ATTAIN BUT TO ATTAIN AND MAINTAIN CLEAN AIR STANDARDS. MAINTENANCE OF CLEAN AIR STANDARDS REQUIRES AS MUCH OF A DEDICATED EFFORT AS ACHIEVING INITIAL ATTAINMENT. UNDER PROVISIONS OF THE CAA, MAINTENANCE PLANS MUST DEMONSTRATE CONTINUED ATTAINMENT FOR 20 YEARS (42 USC 7505a). CLEAN AIR PRESSURES DO NOT DISAPPEAR ONCE ATTAINMENT IS ACHIEVED AND NEITHER SHOULD THE FUNDING THAT ENABLED NONATTAINMENT REGIONS TO REACH CLEAN AIR GOALS.

THEREFORE, I SUGGEST THAT THE SUBCOMMITTEE CONSIDER AN AMENDMENT TO ISTEA TO ENSURE THAT MAINTENANCE AREAS RETAIN ELIGIBILITY FOR CMAQ FUNDS.

Establishment Of Fair Voting Guidelines For MPO'S

UNDER ISTEA, MPO'S ARE NOT ONLY PLANNING ENTITIES, BUT ALSO ARE POLITICAL ENTITIES WHICH ALLOCATE REGIONAL FUNDING RESOURCES. VOTING POWER SHOULD BE BALANCED IN ACCORDANCE WITH THE POPULATION OF THE VARIOUS COUNTIES COMPRISING THE MPO, IN ADHERENCE TO THE PRINCIPLE "ONE PERSON, ONE VOTE." FOR

EXAMPLE, ALLEGHENY COUNTY, WHICH INCLUDES THE CITY OF PITTSBURGH HAS 60 PERCENT OF THE MPO'S POPULATION AND 70 PERCENT OF ITS ECONOMIC ACTIVITY, BUT ONLY 27% OF THE MPO'S VOTES.

WITH MPO'S GIVEN SUCH A MAJOR ROLE IN IMPLEMENTING ISTEA, I URGE THE SUBCOMMITTEE TO REQUIRE THAT THE VOTING POWERS OF MPO'S BE STRUCTURED UNDER A "ONE PERSON - ONE VOTE" PRINCIPLE AS ADHERED TO BY THE U.S. HOUSE OF REPRESENTATIVES AND OTHER REPRESENTATIVE FORMS OF GOVERNMENT.

Recognition Of The MPO'S Urban Revitalization Objectives

MY EXPERIENCE WITH THE SOUTHWESTERN PENNSYLVANIA REGIONAL PLANNING COMMISSION, (THE MPO SERVING THE PITTSBURGH AREA) HAS BEEN THAT THE INDIVIDUAL NEEDS AND LOCAL PRESSURES ON MEMBER COUNTIES MAKES IT VERY DIFFICULT FOR ANYONE TO RISE TO THE ROLE OF REGIONAL STATESMAN. NOBODY ON THE MPO BOARD IS ELECTED BY THE REGION, AND MEMBERS ARE KEENLY AWARE OF THAT. TOO OFTEN, PAROCHIAL AGENDAS PREVAIL.

HOWEVER, MPO'S WERE INITIALLY ESTABLISHED BECAUSE OF THE AREAS COMMON IDENTITY WITH AN URBAN CORE. THE COLLECTIVE WELFARE OF THE REGION IS DEPENDENT TO A LARGE DEGREE ON THE STRENGTH OF THAT URBAN CORE. THIS IS AN OBJECTIVE IN WHICH ALL MEMBERS OF THE MPO MUST RECOGNIZE.

THE FEDERAL LAW PERTAINING TO MPO'S SHOULD EXPLICITLY RECOGNIZE THE IMPORTANCE OF REVITALIZING THE NATION'S CENTRAL CITIES AND CREATING NEW EMPLOYMENT, HOUSING, MOBILITY, AND ECONOMIC OPPORTUNITIES IN THESE AREAS. MPO'S SHOULD INCORPORATE THE GOAL OF CENTER CITY REVITALIZATION INTO THEIR REGIONAL TRANSPORTATION, LAND USE, AND DEVELOPMENT PLANS. ALL PARTICIPANTS IN THE MPO SHOULD COOPERATE TOWARD THIS END, RECOGNIZING THAT THE ECONOMIC HEALTH AND QUALITY OF LIFE IN THE SUBURBS AND THE CENTER CITIES ARE INEXTRICABLY LINKED.

I WOULD URGE THE SUBCOMMITTEE TO CONSIDER AN AMENDMENT ADDING A NEW ITEM TO THE FACTORS WHICH MPO'S MUST CONSIDER IN DEVELOPING TRANSPORTATION PLANS AND PROGRAMS. THIS WOULD ENCOMPASS THE TRANSPORTATION REQUIREMENTS OF A STRATEGY TO REVITALIZE THE CENTRAL URBAN CORE AREA BY CREATING NEW EMPLOYMENT, HOUSING, MOBILITY, AND ECONOMIC OPPORTUNITIES THERE.

SUMMARY

IN SUMMARY, THE SURFACE TRANSPORTATION SUBCOMMITTEE WILL HAVE AN ABUNDANCE OF ISSUES TO CONSIDER AS IT ENACTS LEGISLATION IN THE COMING YEAR AMENDING ISTEA.

FIRST, ADOPTION OF THE NATIONAL HIGHWAY SYSTEM SHOULD BE ACCOMPLISHED AS PART OF A NATIONAL TRANSPORTATION SYSTEM. WHILE CONGRESS WILL DESIGNATE THESE SYSTEMS, THEIR

IMPLEMENTATION SHOULD BUILD UPON ISTEA'S PRINCIPLE OF LOCAL DECISIONMAKING AND FLEXIBILITY.

SECOND, IN REGARD TO PROJECT AUTHORIZATIONS FOR SECTION 3 NEW START FUNDING, PORT AUTHORITY ASKS THE SUBCOMMITTEE TO AUTHORIZE THE FOLLOWING THREE PROJECTS (2 OF WHICH WERE INITIALLY AUTHORIZED IN ISTEA):

1.	BUSWAY SYSTEM EXPANSION PROGRAM	$70.7 MILLION	ADDITIONAL
2.	STAGE II SOUTH HILLS RAIL RECONSTRUCTION PROJECT	$75.0 MILLION	ADDITIONAL
3.	SPINE LINE	$20.0 MILLION	INITIAL

FINALLY, IN ITS CONSIDERATION OF TECHNICAL AMENDMENTS TO ISTEA, I WOULD URGE THE SUBCOMMITTEE TO CONSIDER AMENDMENTS REGARDING THE FOLLOWING THREE ISSUES:

1. CMAQ ELIGIBILITY FOR AIR QUALITY MAINTENANCE AREAS.

2. ESTABLISHMENT OF FAIR VOTING GUIDELINES FOR MPO'S.

3. REQUIREMENT THAT URBAN REVITALIZATION OBJECTIVES BE INCLUDED AS ONE OF THE PLANNING FACTORS WHICH MPO'S MUST ADDRESS IN THE TRANSPORTATION PLANNING REQUIREMENTS ESTABLISHED BY ISTEA.

I THANK THE SUBCOMMITTEE FOR THE OUTSTANDING SUPPORT PROVIDED PORT AUTHORITY OF ALLEGHENY COUNTY OVER THE YEARS. I ALSO THANK YOU FOR THE OPPORTUNITY TO APPEAR BEFORE YOU

TODAY. I WOULD BE PLEASED TO ANSWER ANY QUESTIONS YOU MAY HAVE OR TO PROVIDE ANY ADDITIONAL INFORMATION.

Missouri Highway and Transportation Department

Wayne Muri
Chief Engineer

Capitol Ave. at Jefferson St., P.O. Box 270, Jefferson City, MO 65102 (314) 751-2551 Fax (314) 751-6555

MISSISSIPPI RIVER BRIDGE REPLACEMENTS

TESTIMONY

HOUSE SURFACE TRANSPORTATION SUBCOMMITTEE
THE HONORABLE NICK RAHALL, CHAIRMAN

MARCH 8, 1994

PRESENTED BY

MR. WAYNE MURI
CHIEF ENGINEER
MISSOURI DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

Congressman Rahall and members of the committee, I consider this to be an important day. I know the members of this committee worked diligently to shape the 1991 ISTEA legislation and particularly the provisions to establish a National Highway System. On behalf of my colleagues in the American Association of State Highway and Transportation Officials (AASHTO) and the citizens of Missouri, thank you for your efforts. I am pleased to be here today as you work to make the National Highway System reality and to express strong support for the NHS.

I ask to take a few minutes to describe an extremely worrisome situation we have in Missouri and share with Illinois. Two of our major bridges across the Mississippi River are more than 60 years old and in extremely poor condition. These bridges carry major highways across the Mississippi River at Cape Girardeau and at Hannibal. In terms of safety, these two-lane bridges are far too narrow to meet modern transportation safety standards and are functionally obsolete. In terms of structural integrity, both are seriously weakened by extensive long-term deterioration and damage from this past summer's devastating floods. **These bridges need to be replaced.**

At Cape Girardeau, the bridge carries Highway 74 across the river, which provides an important link to interstates and other major highways going north to St. Louis and east, west, and south to several states. The Cape Girardeau bridge is the only bridge across this major river for a distance of 90 miles and is essential for regional commerce in Missouri and Illinois and as a link with other major highways.

At Cape Girardeau, we severely restrict the speed limit to 15 miles per hour for most trucks because the bridge was not designed to carry modern weight loads. This is not acceptable for today's transportation needs.

As you well know, Missouri and other Midwest states suffered devastating floods this past summer. Our inspections of the Cape bridge show washed-out areas, or scour, around a critical pier that stabilizes the bridge. This, of course, further weakens this old and deficient structure. Extremely swift stream velocities during the 1993 floods may exceed the criteria that the piers were designed to withstand. We are extremely concerned about the potential for more damage from future flooding.

In light of flood damage at both bridges, we have requested emergency funding from the Federal Highway Administration to replace the Cape and Hannibal bridges

because of our absolute responsibility to protect the safety of motorists.

Another factor must be considered with the Cape Girardeau bridge. It lies directly within the high-risk New Madrid Fault Zone, which was the source of some of the largest earthquakes in North America. Scientists predict future large earthquakes in this area. The Cape Girardeau bridge, already deficient, was never designed to withstand an earthquake of any magnitude.

The Highway 36 bridge at Hannibal is an absolute bottleneck to this developing highway corridor, which has tremendous economic potential. Missouri has committed $200 million to upgrade Highway 36 to four lanes across the state and we already have done much of this work; Illinois has a four-lane highway that comes within three miles of this bridge and has agreed to bring it on to the bridge. But, at Hannibal, Highway 36 must funnel through this narrow, two-lane crossing. Highway 36, with replacement of the Hannibal bridge, can become a first-class trans-continental link between industrial and population centers in the Eastern and Western United States because of its linkages with major interstates.

The bridge is obsolete and deficient from the standpoints of safety and structural integrity. Added to

this is flood damage. Soil and rock around two of the critical support piers have been washed out by the 1993 floods. This means the 60-year-old timber pilings that form the very foundation of these bridge piers are at risk.

I am here to ask for your assistance to replace these bridges because, as you can well appreciate, bridge crossings on the Mississippi River are large, expensive projects that are difficult to finance within a state's regular budget. We have been purchasing needed right-of-way, carrying out environmental studies, and designing these bridges. From the viewpoints of engineering feasibility and wise use of taxpayer money, the only feasible option is replacement with modern, four-lane bridges. I ask for your help in providing funds so that we may move forward with replacement of these bridges.

OCTA

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Testimony of Stan Oftelie, Chief Executive Officer
Orange County Transportation Authority
before the
House Subcommittee on Surface Transportation

March 8, 1994

Thank you Chairman Rahall and distinguished committee members for allowing me to testify today on behalf of the Orange County Transitway System project. This is our first authorization request and the Number 1 priority for federal dollars of the countywide Orange County Transportation Authority. We represent 2.5 million people, one of every 100 U.S. citizens, and a similar portion of the national commuting workforce.

The Orange County Transitway System is a project that has matured since the passage of ISTEA in 1991. Our funding request, under Section 3 New Starts of the Federal Transit Act, includes:

1) a transitway connector to link high occupancy vehicle (HOV) lanes through a major freeway interchange, Interstate 405 with State Route 55 in Costa Mesa, and

2) an intermodal transit facility in Anaheim, with a parking usage that can generate sustainable revenues for ongoing transit development.

OCTA is a multi-purpose transportation agency that has passed a half-cent local sales tax and used it to secure bond revenues, which when combined with more traditional revenues, make our budget this year more than $600 million. Using such funding and leverage we are very far along in building a $3 billion transitway and HOV lane system on our freeways countywide. We have more than 50 miles of HOV lanes in operation and an equal amount in construction and planning.

At the heart of this system is our transitway project, barrier separated and elevated for direct connectors through freeway interchanges. Two of the three freeway-to-freeway transitway interchanges are fully funded and under construction. For the third interchange to be served by transitway connectors and surface street drop ramps, we seek federal participation.

Let me acquaint you with the I-405/Route 55 interchange where this project is

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92613-1584 / (714) 560-OCTA (6282)

to occur. This is one of the 10 busiest interchanges in the nation according to the Federal Highway Administration, carrying just under 500,000 cars per day. In the immediate vicinity are John Wayne Airport, which is the nation's fifth busiest airport, South Coast Plaza shopping center, which leads the nation in annual retail sales, Irvine Business Complex, housing more than 2,500 companies with 114,000 employees, and Orange County Performing Arts Center, the county's cultural center.

This project is already through the federal Environmental Assessment and Alternatives Analysis process, is highly rated on cost/benefit criteria by the Federal Transit Administration, and is recommended for funding in the annual Section 3(j) report.

The transitway and HOV lanes provide the necessary infrastructure to relieve traffic congestion and improve air quality in this busy region. The new transportation network will be a catalyst for increased express bus service. At OCTA, we presently operate a fleet of more than 750 buses. We are in the process of redesigning our bus network and bus deployment to take full advantage of the commuting time savings the transitway and HOV lanes bring and to market an increasing number of express bus routes using these exclusive lanes. Tied into the transitway system are major expansion of our bus fleet, park and ride facilities, and intermodal stations.

The complement to the transitway project included in our Section 3 grant request is the Anaheim Intermodal Transportation Center. Anaheim is a city of 280,000, and the facility will be close by Interstate 5, the north-south spine between Mexico and Canada. I-5 is being rebuilt as a 10- and 12-lane facility. The Anaheim intermodal center will serve bus, private shuttle, commuter rail and future urban rail operations.

As a joint project, it will include a large, multi-use parking facility of public park-and-ride spaces, catering to transit users, and private-use parking for the existing Convention Center area and recreational facilities, including the Wescot Center planned by the Walt Disney Company adjacent to the original Disneyland.

The parking structure will be an integral part of the Intermodal Transportation Center, fully owned by OCTA and expected to generate on average $7 million per year of revenue available for decades into the future for expenditure on transit. Because of the economic potential of the planned Wescot development and the intermodal center, the State of California has committed $50 million to

fund direct ramps from Interstate 5 during its reconstruction.

OCTA had preexisting plans for a park and ride and intermodal station in the area, but essentially the intermodal facility as now planned came together last year.

A funding request for both aspects of our project, the Anaheim Intermodal Transportation Center and the transitway connectors through the 405/55 interchange, was presented to the House Appropriations Committee in 1993. The project was funded in this fiscal year 1994 for $15.5 million of design, right-of-way and other early costs.

This is our first opportunity to bring the project to you and to seek full funding, multi-year authorization. Prior to your January deadline, we submitted responses to your project authorization criteria.

Let me summarize a few of the main benefits of this project as stated in our January submission:

- The total cost to complete Orange County's transitway network is estimated at $3 billion. State programmed and local funds comprise 89 percent or $2.7 billion of the expenditures. Federal Section 3 dollars are requested to fund the remaining 11 percent or $318 million in escalated dollars.

- For the elements of this project alone, federal funding represents 52 percent of the total cost of $615 million in escalated dollars. Federal funding will be capped. A combination of state, local and private funds is proposed to finance the balance.

- A federal full-funding agreement will enable OCTA and local partners to confidently proceed with the project. We are seeking to secure all federal funding by the end of ISTEA. Should it take longer, we are prepared to issue debt and/or segment and phase construction stages of the transitway.

- The transitway project meets four major objectives: It reduces congestion and improves air quality. It increases the person-carrying capacity of the transportation system. It improves safety. And, uniquely, it generates revenues for auxiliary transit improvements. We think that is a great package.

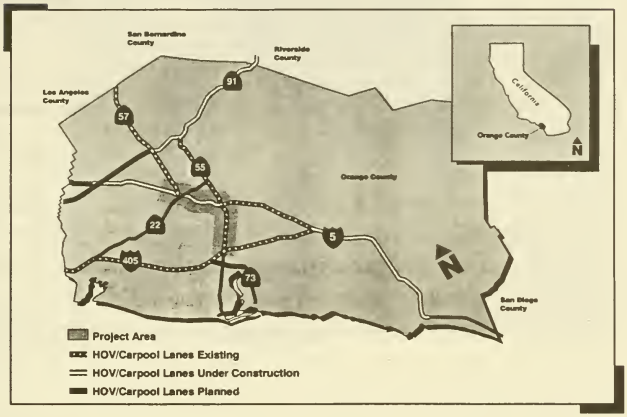
- Additional merits of the project include an estimated 1500 short term and 400 long-term jobs, the conservation of more than 1.7 million gallons of fuel worth $2.1 million per year, and a savings of over $11.1 million per year for the cost of productive time lost while stuck in traffic.

- Orange County is within an air basin that is the only one in the United States categorized as extreme under criteria of the Clean Air Act. And in our county alone there are more than 1 million registered vehicles. Two of the best ways I know to get people to leave their cars at home and ride transit are to provide time savings in free-flowing transitway lanes and intermodal centers for connecting together modes of travel, car to train to bus.

In sum, the Orange County transitway and Intermodal Transportation Center will provide a cost effective and efficient transportation solution to relieve congestion and improve air quality. Additionally, the intermodal center will provide Orange County with an independent ongoing source of transit funding.

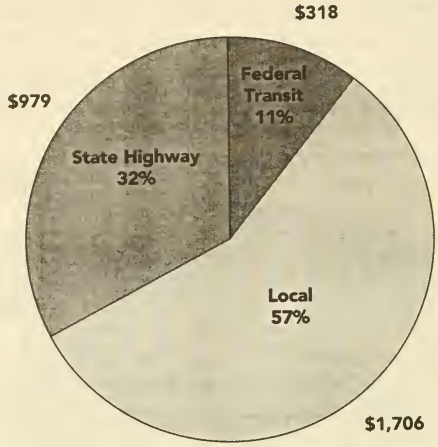
Again, thank you very much for the opportunity to present the merits of our Orange County Transitway System request. I will be pleased to answer any questions members of the committee may have.

The Orange County Transportation Authority is seeking authorization for Federal Transit Act Section 3 funding for design and construction of Interstate 405/State Route 55 transitway connectors and an Intermodal Transportation Center. The proposed improvements are an integral part of a 108-mile regional high occupancy vehicle (HOV)/transitway system.



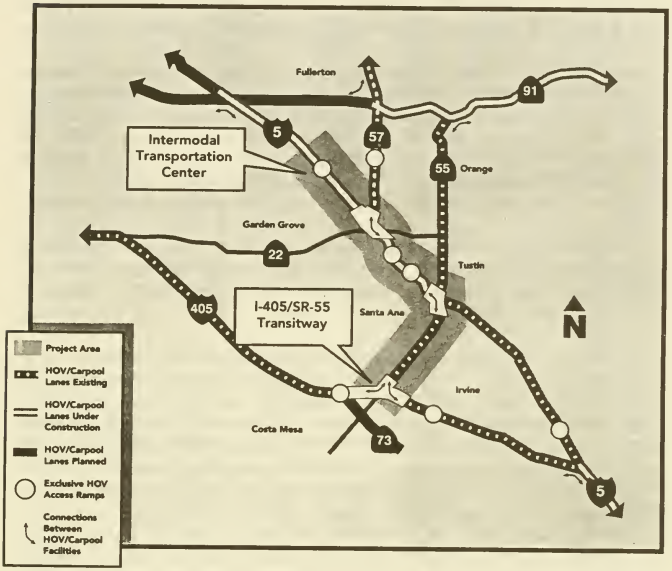
Transitway/HOV System

Expenditures for Capital Infrastructure Improvements
1985-2002
(in millions of dollars)



Total $3billion

Intermodal Transportation Center and Transitway Project



Testimony in Support of the Tren Urbano Project
by Carlos I. Pesquera, Secretary
Department of Transportation and Public Works

Good afternoon, Mr. Chairman and Members of the Subcommittee. I am Carlos I. Pesquera, Secretary of Transportation and Public Works for the Commonwealth of Puerto Rico. It is a great honor and a special pleasure for me to be here today, representing the Government of Puerto Rico and the three-and-a-half million United States citizens who live there.

I would like to take a moment, first to express my personal gratitude for the educational opportunity that was available to me 15 years ago because of scholarship programs created and funded by the United States Congress. With the help of resources provided by the GI Bill, The Graduate Minority Opportunity Program, and the National Science Foundation Scholarship, I was able to pursue graduate studies in Civil Engineering at Cornell University, from which I received a Ph.D. in 1984.

Please accept my deepest thanks to the United States Congress for the opportunity that enabled me to achieve my goals and eventually attain a position of public trust and responsibility that brings me here today, to testify in support of the Tren Urbano project.

Mr. Chairman and Members of the Subcommittee: Puerto Rico is at a critical crossroads. Unique in the Caribbean for its diversified economy and industrial base, the Island has great potential for competing successfully in the global marketplace. Yet, even as we begin to move forward with the New Economic Model that Governor Pedro Rosselló recently unveiled in a speech to the Island's business community, we find that Puerto Rico's economic center is being slowly strangled by traffic congestion.

Those of you familiar with San Juan realize how incredibly congested it has become in recent years. Every day the 1.3 million residents of greater San Juan generate about 3.2 million trips, producing traffic conditions on expressways and major arterials that vary from sluggish to standstill much of the time. Puerto Rico, I should point out, has three times as many vehicles per lane mile of highway as the continental United States.

In light of the already severe congestion affecting the San Juan region, the projections of future traffic conditions are nothing less than an alarm and urgent call to action. The most recent comprehensive study of the transportation needs of the region estimates that by the year 2010,

the population in the greater San Juan area will grow by 20 percent, while person trips per day will increase by 45 percent.

As Members of this Subcommittee, all of you are well aware of the staggering costs of congestion: productivity losses, wasted gasoline and diesel fuel, increased air pollution, and the losses arising from traffic accidents. I would only ask that you contemplate what the levels of congestion predicted for the San Juan Metropolitan Region will mean to the long-term prospects for developing a strong, sustainable economy in Puerto Rico.

The San Juan region's system of expressways and major arterials is not adequate now to handle the traffic levels resulting from high population densities and the concentration of much of the job base in a relatively small area. And the simple fact is that we don't have enough land to construct all the additional lanes and highways that would be needed to accommodate future travel demand at the levels I have mentioned.

We can, however, make some small but significant improvements to the present highway system. Currently, we have a major effort underway to identify and eliminate bottlenecks on expressways, and we are studying all the options made available by advanced congestion management technologies.

The recent opening of the toll bridge over the San José Lagoon in San Juan is representative of the kinds of strategic improvements we can make to the highway system in the San Juan metro area. We are very proud that the first such turnkey project involving private capital in the U.S. was constructed in Puerto Rico.

As for public transportation, our two traditional modes, buses and públicos, have experienced a steady decline in ridership over the last two decades, largely because they are subject to the same congestion problems people experience while driving their own cars. Públicos, by the way, are privately owned medium-sized vans that offer non-subsidized transit service over fixed routes franchised by the government.

TESTIMONY OF DR. CARLOS I. PESQUERA
IN SUPPORT OF THE TREN URBANO PROJECT
MARCH 8, 1994

The Metrobús, a new system of privately operated buses running efficiently in dedicated bus lanes, offers significantly improved service in the central north-south corridor and has doubled ridership projections; however, the capacity of this type of system is not adequate to meet the anticipated travel demand in the corridor.

To manage the congestion levels we will have 15 years from now in the greater San Juan area, it is absolutely essential that we develop a multimodal public transportation system built around a rail transit backbone called Tren Urbano, because only a rapid transit mode operating on dedicated guideways can offer an escape from highway congestion.

This is the thrust of the San Juan Regional Transportation Improvement Plan: to expand and integrate our current modes of public transportation into a coordinated multimodal system whose centerpiece will be Tren Urbano.

Various transportation studies of the San Juan region conducted over the past 25 years all concluded that a rail transit system offers the most cost-effective method for enhancing mobility in the greater San Juan area. After years of studies, discussions, and conceptual planning, the Government of Puerto Rico is now prepared, and determined as never before, to move ahead with the construction of a fixed guideway rail system for San Juan.

The project that the Subcommittee is being asked to consider today is Phase 1 of Tren Urbano, which has been designated by the Federal Transit Administration as one of four Turnkey Demonstration Projects in the United States, in accordance with Section 3019 of the 1991 Intermodal Surface Transportation Efficiency Act.

Phase I of Tren Urbano will run 11.8 miles through one of the most densely populated and centrally developed corridors in the United States.

The population densities within one-half mile of the alignment range from 10,000 to 20,000 people per square mile, and over 30% of the total regional employment, nearly 150,000 jobs, will be located within a third of a mile of where the train will pass. Furthermore, the San Juan employment is more than 40% of the total work force of the Island.

TESTIMONY OF DR. CARLOS I. PESQUERA
IN SUPPORT OF THE TREN URBANO PROJECT
MARCH 8, 1994

Tren Urbano, Phase I, will tie together most of the region's major activity centers: residential, retail, business, government, and medical centers, as well as sports facilities and the main campus of the University of Puerto Rico. Enclosed with my testimony is a map of the project alignment for your reference. As you can see, the Phase 1 will run from Bayamón through Río Piedras and Hato Rey to Santurce. The train's dedicated guideways will be built primarily in elevated and at-grade segments.

Much of the right of way was previously acquired for a highway project that was not constructed. As presently conceived, the Phase I line of Tren Urbano will have 16 stations and a maintenance and storage yard. All stations will have easy intermodal transfer facilities and remote stations will be designed as "park and ride" commuter transfer points.

Studies indicate that this initial Tren Urbano line will serve 100,000 to 115,000 passengers per day. The effect on congestion in the region will be enormous, saving an estimated 6.5 million hours of highway travel time each year. Expanded bus, Metrobús, and público systems will operate in tight coordination with Tren Urbano.

The Tren Urbano project will make a world of difference to the economic, environmental, and social future of Puerto Rico. As a result of the increased mobility Tren Urbano will provide, San Juan will be able to compete on an even playing field with other first-class cities of the hemisphere for new business, industry, and tourism.

That is the long-term economic benefit. Building Tren Urbano will also mean a powerful short-term boost to the Island's economy, generating ten of thousands of jobs, directly and indirectly, during development, construction, and operation phases.

The unemployment rate in Puerto Rico, I would point out, was 17% for 1993, more than double the unemployment rate experienced by most states. For that very reason, we will use development of Tren Urbano to spearhead the economic revitalization of strategic areas of San Juan's urban core. The highest priority will be given to the design quality of the intermodal facilities as safe and attractive public spaces in the urban landscape that will attract the broadest possible spectrum of society.

TESTIMONY OF DR. CARLOS I. PESQUERA
IN SUPPORT OF THE TREN URBANO PROJECT
MARCH 8, 1994

Both the natural and built environments will benefit when we shift from highway use to public transportation in Puerto Rico. The potential reduction in air pollution is especially significant. And given the limited space and the Island's fragile tropical environment, the land-use advantages of constructing a rail system instead of new highways cannot be overstated. The region's dwindling urban green space, wooded uplands, and coastal wetlands are under tremendous development pressures, which building Tren Urbano will help to relieve.

Finally, we should not forget to weigh the profound social benefits of this project. While our current congestion problems in the San Juan area are quite democratic in their adverse effects, the inefficiencies in our mass transportation system disproportionately impact the lives of the poor, the elderly, and the handicapped.

Approximately one out of three households in Puerto Rico is dependent on public transportation for lack of a privately owned vehicle. By increasing mobility for this significant portion of the population, Tren Urbano will increase their economic opportunities and fundamentally improve the quality of their lives.

The fast, efficient, and economical mobility provided by Tren Urbano will also improve the standard of living for the working-class and middle-class families in the greater San Juan area. The average household income in Puerto Rico is far below that of the United States mainland.

A recent study found that a typical family in Puerto Rico spends about 40 percent of its income on the acquisition, operation, and upkeep of the family car. Obviously, then, there is every reason to believe that the Tren Urbano will attract a substantial patronage from families who now own an automobile, because it will offer them an intraregional travel option that is not only more convenient, since it avoids congestion, but also more economical on the family budget.

When you add them up, the benefits of building Tren Urbano are impressive; when you compare the benefits to the costs of <u>not</u> building Tren Urbano, you will understand why local support for the project is so strong and why the Government of Puerto Rico has made this project its number one infrastructure priority.

We also believe that the benefits of Tren Urbano will extend to the United States as a whole. As a Spanish-speaking part of the U.S., strategically located in the Caribbean Sea near South America, Puerto Rico has the potential to make an important contribution to the export of U.S. technology to the vast Latin American market, where European firms have the advantage of traditional ties in the mass transportation sector.

The Tren Urbano project offers a chance for Puerto Rico to serve as a bridge between Latin American countries and U.S. industries. Puerto Rico will be gaining experience in the design, manufacture, and operation of rail transit systems. To capitalize on this potential benefit, we are including mechanisms in the project plan to ensure maximum technology transfer and local skill development.

Phase I of Tren Urbano is expected to cost $765 million in today's dollars, or $935 million in total dollars, assuming an annual inflation rate of 4 percent between now and 2001, when the line is scheduled to begin operations.

Our most current financial analysis calls for Puerto Rico to provide two thirds of the total project cost. Approximately $385 million will be provided by existing revenues generated through motor vehicle fuel taxes, vehicle registration fees, and highway tolls. In addition, $240 million will be obtained from Certificates of Participation (COPs) backed by a portion of Surface Transportation Program funds allocated to Puerto Rico. We seek Federal assistance for the remaining one-third of the project cost.

Mr. Chairman and Members of the Subcommittee, Puerto Rico requests an authorization of $60 million in total Section 3 funds for Fiscal Year 1995 and 1996. These funds would be used to leverage an additional $120 million in local funds, which we intend to obligate for planning, engineering, and design ($40 million), right of way acquisition and utility relocation ($100 million), and initial construction ($40 million).

I ask for your support and assistance with our request and look forward to working with both the Subcommittee on Surface Transportation and the full Committee on Public Works and Transportation to ensure that Tren Urbano becomes a reality and a Federal-local project of which we can all be proud.

TESTIMONY OF DR. CARLOS I. PESQUERA
IN SUPPORT OF THE TREN URBANO PROJECT
MARCH 8, 1994

Following more than two decades of planning, Tren Urbano will move forward if our funding objectives can be met. We have established an aggressive schedule for design and construction. Preliminary engineering has been completed to the 10% level. By April of this year we expect to conclude the selection process for an engineering firm to act as General Management Consultant (GMC) for the project.

The GMC will continue the preliminary engineering to an overall level of approximately 30% and help us develop specifications for Tren Urbano's physical components and its operational performance. We plan to begin construction on the project in 1996. As I noted previously, Tren Urbano is scheduled to begin operations in the summer of 2001.

Today, the Government of Puerto Rico is seeking your endorsement of Federal participation in a cost-effective project that is critical to the economic prospects for the Island and its people. In this testimony, I have emphasized the urgent need for Tren Urbano and its many important benefits, and I have asked you to give special consideration to the thought of the costs to the Puerto Rican economy of not building Tren Urbano.

As I conclude, I only want to highlight the fact that the Federal Transit Administration (FTA) in a draft Fiscal Year 1995 3(j) report found the Tren Urbano project to be the most cost effective in the United States. The projected cost per new rider of $3.50 is well below the FTA threshold of $6.00. It is also worth noting that the FTA has granted Puerto Rico a Letter of No Prejudice, approving accumulated and future project expenses, up to $10 million, which will be considered as local share when Federal approval for Section 3 funding is approved. And that, of course, is dependent, at the moment, on the determination of this Subcommittee.

Mr. Chairman, I thank you and the Members of the Subcommittee for this opportunity to testify, and now I would be happy to answer any questions that you may have.

TREN URBANO - PHASE I
ATLANTIC OCEAN
SAN JUAN
SANTURCE
HATO REY
RIO PIEDRAS
GUAYNABO
TRUJILLO ALTO
CAROLINA
CAGUAS
BAYAMON
LEGEND
ELEVATED
AT GRADE
SUBWAY
TRANSFER STATION
TUNNEL
Maintenance Yard
PHASE 2 To Carolina
PHASE 3 To Caguas
Future Line To Old San Juan

CAROLINA
ATLANTIC OCEAN

Testimony of Congressman Jake Pickle on
Advanced Transportation Mobility Center and
Capital Metro Proposed Light Rail
Before the Subcommittee on Surface Transportation
March 8, 1994

Mr. Chairman, I appreciate the opportunity to appear before you and my other distinguished colleagues today to formally propose the establishment of an Advanced Transportation Mobility Center and to support Capital Metro's proposed light rail. As you know, this is my last time appearing before you as your colleague, and the items that I am here to discuss are perhaps some of the most important that I have proposed throughout my 31-year tenure in this illustrious body.

Mr. Chairman, it has been suggested by some that if the Lord Himself came down to set up residence on the Earth, I would fight to have his house at the Texas State Capitol in Austin. Well I want to say to you that that isn't true -- the Governor's Mansion would be just fine!

In all candor, I do want to emphasize the unique qualifications that our community possesses and how they can prove vital for our nation as a whole. At this very moment, Austin and Central Texas have a golden opportunity in transportation planning. We are building a major new international airport, planning for a light rail transit system, a new alternate interstate highway, and an intermodal transportation research and testing center. We must seize this opportunity to coordinate these major transportation projects, and I believe the Advanced Transportation Mobility Center is a logical and practical way to do it.

First, I want to discuss the concept of the Advanced Transportation Mobility Center. Dr. C. Michael Walton, head of civil engineering at the University of Texas at Austin, has proposed the idea of a world-class national transportation center, **and I support the idea.** This would be a large scale testing facility, as well as for research and development, planning, and analysis. This center would not only study the intelligent vehicle and highway

system (or so-called smart cars and smart highways), but also focus on intermodalism: interfaces and connections between all modes of transportation, and testing in a large scale facility. This center would go farther and be more comprehensive than current transportation "centers" which are single-mode focused, have limited testing capability, limited involvement from private sector, and limited capacity for expansion.

The Advance Transportation Mobility Center would activate a valuable partnership between the private sector high technology interests, various levels of government, major universities, and other professional researchers. With our high-tech industries and our current involvement with the Information Superhighway, Austin is the ideal location to develop and invest in applying this new technology to vehicles, trains, and other modes of transportation.

I have suggested that this center be established as a consortium of private and public investment modeled after our hugely successful SEMATECH project. I'm sure I don't have to remind you of how important that consortium has been to our national semiconductor manufacturing industry. This center would incorporate and build on the research and technologies of all major Texas universities, private companies and their needs, and the federal government's plan for intermodal transportation.

A major focus of the center would be on intermodalism. By locating it near the new Austin airport, we will ensure ample space for integrated testing of complementary technologies. Airport access will be a major factor in our research on how to develop an environmentally safe urban transit system. This Center would focus not solely on passenger transportation like some of the smaller existing research facilities now do, but on freight transportation as well. This is vital given the increase of goods that will flow through Texas and the U.S. to Mexico with the implementation of NAFTA. Moving cargo is an absolute integral part of any intermodal consideration.

There is no national focus area for development and testing of advanced mobility systems. Austin uniquely possesses all required ingredients: the high-tech industry, the only new major airport under development in the U.S.,

outstanding university transportation programs, the leading state Department of Transportation, and a progressive city with local consensus and experience in consortiums like MCC and SEMATECH. I respectfully request that your Subcommittee authorize $3 million for a feasibility study for the development of this unique, world-class testing and research facility. I also urge you to invite Dr. Walton to appear before your Subcommittee to give you more details on this proposal.

This center is neither a duplication nor extension of any existing facilities, nor will it compete with any. There is no laboratory today that does all of the things that I have mentioned here. It is a new approach and will only work with the right combination.

Mr. Chairman, in 50 - 100 years from now, we will move people and goods in unbelievable ways. Surpassing changes from ships to railroads, to highways, and to airplanes, new exotic changes are going to take place, just as they did three to four generations ago. We should take the lead, and begin planning for the future of transportation now.

Secondly, Mr. Chairman, I want to emphasize my support for authorization of the Capital Metropolitan Transportation Authority's (or Capital Metro's) proposed light rail system. The light rail is an integral part of the intermodal access to the new airport being planned by the City of Austin. There are designs in the airport master plan for the light rail to either come right up to the terminal or to stop adjacent to the terminal and connect to the terminal by an indoor corridor.

Austin is an extremely environmentally aware community, and the light rail is key to improving the air quality by reducing automobile congestion and exhaust emissions. It will not only help the City move beyond an almost total reliance on automobile travel and reduce traffic congestion, but it will also conserve energy and improve safety. The 14-mile light rail starter line connects 5 major activity centers: the high technology companies located in North Austin, the University of Texas main campus, the State Office Complex, Downtown, and the State Capital complex. The starter line will facilitate

concentrated development along the route and enhance the local economy. Capital Metro is currently developing the design to connect the starter line to the new airport. Austin is a rapidly growing city, and the light rail transit line is vital to our future transportation system.

The light rail system will be funded from local sales tax and Federal Transit Section 3 funds. The total cost for design and construction of the light rail project will be $304 million in escalated dollars, and the total federal share will be $152 million. Broken down, the light rail project seeks authorization for the next three fiscal years in the amounts of:

FY 1995	$6.4 million
FY 1996	$10.8 million
FY 1997	$32.5 million

The operating and maintenance costs will be covered by dedicated local sales tax revenue. I respectfully request that the Subcommittee authorize the Capital Metro light rail project for the next three fiscal years.

Capital Metro's light rail project is supported by the Texas Department of Transportation, the Metropolitan Planning Organization, and many state and local officials. It is programmed for inclusion in the 1995 - 1997 local Transportation Improvement Plan (TIP). The City of Austin is scheduled to hold a bond election this year on the issue of light rail.

Again, Austin has a one-of-a-kind chance to plan for the future development of intermodal transportation by establishing the Advanced Transportation Mobility Center and building a light rail transit system in conjunction with the new airport.

I thank the Chairman and the Members for their valuable time here today. Rest assured, I will be contacting you personally to follow-up on these items that I have discussed here today.

CONGRESSMAN PAT ROBERTS

Testimony before the House Public Work and Transportation
Subcommittee on Surface Transportation regarding
Federal Metric Conversion

March 8, 1994

Chairman Rahall and Mr. Petri, I appreciate the opportunity to appear before your subcommittee with Mr. Condit to discuss anticipated federal requirements of highway signs. We understand and recognize the number of witnesses the subcommittee has heard over the last few weeks and will keep our remarks simple and direct.

As founding members and part of the steering committee of the Congressional Caucus on Unfunded Mandates, we are deeply concerned with any federal requirement that would force the conversion of highway signs to metric. We are further alarmed with past and current efforts to prohibit federal funding for such a conversion.

Like many of my colleagues, I have heard from constituents in my district urging Congress to stop the implementation of any requirement to convert highway to metric. Such a proposed conversion has raised concerns in two areas: 1) the unreasonable costs to convert; and 2) questions on the need to convert and an overall preference not to change the current system.

The Kansas Department of Transportation has done preliminary estimates on the costs of converting just state highway signs. This review found a minimum cost of $2.5 million to convert just speed and distance signs. Further costs for mile markers and local/municipal signs would also be incurred -- at a cost much higher than the state's earlier estimate (thought to be

closer to $10 million overall). Other states have developed similar estimates, with a national cost certain to be in the hundreds of millions of dollars.

In light of this significant cost, it leaves one to wonder "Why?" Why do we need to convert our highway signs? And, why now?

The Government Accounting Office has just completed a review of the federal government's overall metric conversion program. It found in the engineering and technical areas conversion has had some success. However, this "scientific" conversion has been fairly limited and overall metric conversion (such as highway signs) seems either premature or ill-advised. The GAO is certainly advocating a go-slow policy, if not suggesting abandonment of certain conversion goals.

My bill, H.R. 3766, to stop metric conversion for highway signs, has been referred to your subcommittee. My bill is different than other proposals in that it eliminates any authorization or perception that the Federal Highway Administration has to require this conversion. Unlike other bills that eliminate federal funding, my bill resolves the situation once and for all. It leaves no doubt, it ends metric conversion for highway signs, not the funding for it.

Finally, as part of this Caucus organized to respond to this and other federal mandates, I want to voice that this is a rather small matter, but it is symbolic of the more dramatic, more costly and unwarranted mandates that exist. Unfunded mandates are estimated to cost the U.S. economy $480 billion annually. I continue to believe Congress must get out of the business of

passing any further unfunded mandates on business and state and local governments. This is certainly a easy target.

We ask the committee to consider this issue as you work on legislation on the National Highway System.

We appreciate your allowing us the opportunity to appear today. We'd be happy to answer any questions you may have.

--end--

REVISED

Room 2167
3:25 pm

Testimony of

Representative Tim Roemer

before the

Committee on Public Works

and Transportation

Subcommittee on Surface Transportation

Hon. Nick Rahall II, Chairman

Hon. Thomas Petri, Ranking Minority Member

Tuesday, March 8, 1994

Mr. Chairman, I thank you and others on the Committee for giving me an opportunity to present today a progress report on the urban intermodal transportation facility in South Bend and to request authorization for moving into the second phase of the project.

Thanks to excellent leadership in the community, the project is on track, and I am hopeful the Congress will continue its support for this important initiative. Two community leaders are here with me today: John Leszczynski, South Bend City Engineer, and Chairman of the TRANSPO relocation committee, and Richard Rohde, General Manager of TRANSPO, who may be helpful in answering any questions the Committee may have.

By way of background, the project was inspired by the Intermodal Surface Transportation Efficiency Act of 1991, and by the current and projected transportation needs in our area. The South Bend Public Transportation Corporation, known as TRANSPO, which serves both South Bend and Mishawaka, put together a plan which links the key transportation elements of our area into a single intermodal facility. This facility, located at the edge of downtown South Bend, will combine the terminal for TRANSPO as well as for AMTRAK and airport transfer transportation.

The project is well on its way to becoming reality. In the first year:

- Land for the intermodal transportation facility has been purchased, and the site cleared.

- Engineering studies now are underway for the construction phase of the facility and accommodations for AMTRAK.

- On-site testing of zero emission, battery-powered vehicles for the downtown circulator has been completed, and TRANSPO now is preparing for the solicitation of bids.

- Negotiations are underway for the purchase of two auto-intercept facilities thus paving the way for new revenue sources to fund the downtown circulator.

Funding for the second phase of the intermodal system in Fiscal 1995 will activate the heart and core of this three-year project. In this phase, TRANSPO seeks to:

- Prepare track, platform and passenger accommodations for relocation of the AMTRAK station into the new intermodal facility.

- Acquisition of two zero emission back-up vehicles for the central business district ("downtown circulator"), and four zero-emission vehicles for radial routes to and from the intermodal facility which will run at five-minute intervals during peak hours.

- Acquisition of land adjacent to the urban intermodal facility for an auto-intercept facility. Acquisition and renovation of a second auto intercept facility linked to the intermodal facility by the downtown circulator.

Mr. Chairman, we are creating in my district a totally integrated regional transportation system which should serve as a model for other small and medium urban communities throughout the nation well beyond the turn of the century. It not only will insure our area's transportation needs, but will contribute to a more solid infrastructure, a better environment, more private investment, more jobs and an altogether healthier economic climate.

As a prime example, the entire fleet of TRANSPO busses is experimenting this month with a Soy Oil/Diesel fuel mix, which is a cleaner burning fuel with renewable properties. This effort was featured nationally on ABC news last week on the "Good Morning America" program and other national networks have also expressed serious interest in covering this story.

Tying the intermodal facility with key destinations downtown will be state-of-the-art zero emission 30-passenger vehicles. Operating continuously, these environmentally friendly vehicles -- called "downtown circulators" -- will also link three auto intercept facilities located at the perimeter of the downtown area.

Developed in cooperation with local, state and federal planning authorities, the plan not only addresses regional and national transportation concerns, but environmental, infrastructure and urban resource issues as well. Here are three examples:

1) By reducing automobile traffic in the downtown area, substituting free, zero-emission public transportation, the project reduces central business district congestion, fuel consumption and hydro-carbon emissions.

(Currently, the area is designated marginal in clean air attainment.)

2) The investment and energy of the project itself already has created new enthusiasm for economic development in a once decaying area surrounding the facility and has stimulated planning for other new projects throughout the area.

3) Considerable public interest is focused on the prospect of a modern, convenient, centrally located, safe and well-lighted AMTRAK station; the current station is only a shed, totally without amenities, difficult to find, inadequately lighted and unsafe. Ridership will increase significantly with the new facility.

I am forwarding with my testimony a complete report on the project which should be helpful to you and the Members of the Committee. Also, on December 7 last year TRANSPO forwarded to the Committee responses to the specific set of criteria outlined by the Chairman in the Congressional Record for October 13.

As you know, the Congress last year approved $3.2 million in funding for the project which was matched by a local contribution of over 30 percent. For the first two phases we are requesting authorization for $6,487,600 in Section 3 ISTEA funding which will be matched locally by a minimum of 30 percent. The portion for AMTRAK funding in the intermodal authorization request is $7, 218,750.

Since our presentation to the Congress last year, remarkable progress has occurred. I am certain the Committee will be pleased to note that not the least of our achievements has been to reduce the overall three-year cost of the project from $24 million by $4 million.

Mr. Chairman, this is a sound project, an important project. We thank you and the other Members of the Committee for your serious consideration of our request.

STATEMENT OF MARTIN OLAV SABO

BEFORE THE HOUSE PUBLIC WORKS AND TRANSPORTATION SUBCOMMITTEE

ON SURFACE TRANSPORTATION

March 8, 1994

Good afternoon, Chairman Rahall, Mr. Petri, and Members of the Subcommittee. It is a pleasure to have the opportunity to testify before the subcommittee as you work on the proposed National Highway System and related highway and transit issues. Joining me today is Hennepin County Commissioner Peter McLaughlin and Ramsey County Commissioner Dick Wedell.

We are seeking authorization for the design, land acquisition, and construction of an important transit project in the Twin Cities of Minneapolis and St. Paul. The Commissioners will address the importance of that transit request. But first I would like to tell you about two crucial highway projects in my district for which I am requesting authorization.

The 77th Street Project in Richfield, Minnesota is currently undergoing construction. When completed, 77th Street will be an alternative to a congested Interstate Highway system and it will provide access to the businesses in the area and along the frontage road. The interstate is scheduled for reconstruction in the future and during that process 77th Street will bear an enormous traffic burden. The two and a half mile roadway has already received federal funds for the first two phases of the project. Additional funding is needed to finish construction and I am seeking a total authorization of $15,337,000. I believe it is a very important and worthy

highway project.

The next project for which I am requesting an authorization is Hiawatha Avenue in South Minneapolis. It was originally authorized in 1974, included in ISTEA, and has received $83.9 million from the Federal Highways Administration since 1978. It is a crucial link between downtown Minneapolis and the airport. The five-mile trunk highway is being upgraded to a 45 mile-per-hour four-lane roadway with bike paths and the ability to accommodate future light rail transit. It will be national model of a true intermodal roadway. Although the project does not need the money for 1995, additional funding of $11,700,000 will be needed by 1997 to begin the final phase of construction. It is crucial for the committee to authorize final construction of the roadway.

As I mentioned before, the Commissioners have joined me today to request authorization for an important transit project. The Central Corridor Light Rail Transit Project will extend 11 miles from downtown Minneapolis to downtown St. Paul, passing-through the University of Minnesota's Minneapolis and St. Paul campuses.

The light rail system proposed for this corridor has been developed in response to four key problems affecting the region. First, mobility and access to the Twin Cities' downtowns suffer from traffic congestion. Second, the vitality of the two downtowns is diminishing and the residential and employment base of the regional cores need bolstering. Third, bus ridership has declined in the area and automobile trips have increased, thus exacerbating congestion problems with unfavorable environmental consequences.

And, the costs of providing efficient transportation services are increasing.

It is essential that we take this opportunity to invest wisely in the Twin Cities. Light rail will provide long-term, cost-effective, environmentally-friendly public infrastructure consistent with the region's overall development goals. At this time, I would like to introduce Commissioners McLaughlin and Wedell. Commissioner McLaughlin has been on the Hennepin County board since 1991, after serving for six years in the Minnesota State Legislature. He Chairs the County Ways and Means Committee and is a member of the Transportation Committee. Commissioner Wedell was Mayor of Shoreview, Minnesota for 10 years before becoming a member of the Ramsey County Board in 1993. He is Chair of the Board's Legislative Committee and has served on the Regional Transit Board. I believe you will find their testimony interesting and convincing. Thank you for your time.

Introductory Comments of Karen Shepherd
Regarding Utah Projects
before the
Subcommittee on Surface Transportation
of the
Committee on Public Works and Transportation

March 8, 1994

Thank you, Mr. Chairman, for the opportunity for Congressman Hansen and me to present testimony in support of authorizations for four Utah projects. You will hear testimony on one additional Utah project on March 15 from Congressman Orton and me, which was delayed because of scheduling conflicts. In addition, on the 15th Congressman Orton will more fully address a project to be discussed today that is located in his District.

Before describing these projects, I would first like to introduce two friends from Utah: W. Craig Zwick, the Executive Director of the Utah Department of Transportation, and Deedee Corradini, the Mayor of Salt Lake City.

We are here today to support several Utah initiatives. The projects are listed on the chart on the easel next to the witness table.

- The Interstate 15 Corridor Improvements in Salt Lake County
- I-15/University Avenue Interchange in Provo, Utah
- U.S. Highway 89 Improvements in Davis County
- 20th East Improvements in Sandy City, Utah
- 5600 West Improvements in West Valley City, Utah

Let me begin by addressing the 20th East project and then I will turn my time over to Congressman Hansen, then Mr. Zwick and Mayor Corradini.

20th East

I would like to request your support for authorizing $6 million for the 20th East Highway Improvement Project in Sandy City, Utah, which is in my District.

Sandy City is a rapidly growing community located south of Salt Lake City, within minutes of Utah's premier ski resorts. The southern part of the Salt Lake Valley is experiencing the fastest rate of growth in the Salt Lake metropolitan area. Sandy City's population is the largest of the cities that are experience the fastest growth. Much of the growth in Sandy has occurred in the eastern area of the city, where there are no major north-south arterials that can accommodate the substantial increase in traffic. The 20th East Highway Improvement Project, which extends

from 9400 South to Sego Lily Drive, will provide a much needed north-south arterial in the eastern area of the Salt Lake Valley.

Currently, Sandy City has received $3.5 million in Surface Transportation Program Funds to improve 20th East from Creek Road to 9400 South, the first segment in improving 20th East. Today's request will allow the next vital segment to be implemented. According to the Wasatch Front Regional Council, the MPO in the Salt Lake Valley, obtaining funding for the 20th East project from 9400 South to Sego Lily would not occur until after 2005 due to limited transportation funds and the high demand for transportation projects.

The project is consistent with local and regional planning. A corridor has been preserved for 20th East, and this principle arterial will become a part of a highway loop which includes I-15, I-215, Wasatch Boulevard and I-80. It is listed on the Wasatch Front Regional Council's Long Range Plan as a priority project.

The federal funding being requested for the 20th East Highway Improvement Project would be used to construct a four lane roadway for approximately one mile. Traffic in this high growth area must currently wind through a maze of residential streets to gain access to other major arterials in the Salt Lake Valley. Preliminary engineering has been completed and 90 percent of the right-of-way has been preserved. Construction would begin in 1995 if funds are obtained this year.

While this project involves new construction, the Wasatch Front Regional Council has indicated that it would be in compliance with Clean Air Act requirements. Construction of this new segment of 20th East will reduce congestion on nearby residential streets and improve the flow of traffic. A bike path will also be built along the corridor.

Mr. Chairman, providing the eighty percent federal match to complete this segment of 20th East will allow completion of an important transportation project in the Salt Lake Valley. Linking the 20th East arterial to I-15, I-215 and I-80 will significantly improve the flow of traffic in the Salt Lake Valley and improve air quality by reducing current traffic on residential streets in the eastern half of the Salt Lake Valley.

Thank you for considering this request.

TESTIMONY OF CONGRESSMAN JAMES V. HANSEN
BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
OF THE
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
MARCH 8, 1994

CHAIRMAN RAHALL, DISTINGUISHED MEMBERS OF THE SUBCOMMITTEE, IT IS WITH GREAT PLEASURE THAT I SEEK YOUR SUPPORT TO INSURE THAT UTAHNS, AND INDEED, THE TRAVELING PUBLIC FROM THROUGHOUT AMERICA WHO USE OF THE MAJOR THOROUGHFARES IN OUR STATE, CAN DO SO IN RELATIVE COMFORT AND SAFETY. I AM REFERRING TO THE REQUEST FOR A PROPER AUTHORIZATION OF FUNDS FOR THE COMPLETION OF THE UPGRADE OF U.S. HIGHWAY 89 IN UTAH.

U.S. HIGHWAY 89 EXTENDS APPROXIMATELY 12 MILES BETWEEN THE CITIES OF FARMINGTON AND OGDEN A MAJOR THOROUGHFARE ON THE WASATCH FRONT. NOT ONLY DOES IT PROVIDE THE PRINCIPAL LINK BETWEEN MAJOR INTERSTATES AND THESE CITIES, BUT IT IS THE MAIN LINE OF TRANSPORTATION BETWEEN SMALLER COMMUNITIES AND THEIR MARKETS AND SUPPLIERS. MOREOVER, IT IS A PRIME HIGHWAY CONNECTION BETWEEN A MAJOR AIR FORCE INSTALLATION, HILL AIR FORCE BASE, AND THE REST OF THE COUNTRY.

CONGESTION OF THE FARMINGTON TO OGDEN SEGMENT, WITH ITS HIGH VOLUME OF COMMERCIAL TRUCK TRAFFIC TRANSITING BETWEEN INTERSTATES, MINGLING WITH LOCAL AND TOURIST TRAFFIC, IN AN AREA WITH ONE OF UTAH'S FASTEST GROWING RESIDENTIAL AREAS IS WELL KNOWN, PARTICULARLY WHEN SUPERIMPOSED ON RUSH-HOUR TRAFFIC TO AND FROM

HILL AFB. ADDING TO THIS ALREADY CONGESTED SITUATION IS THE FACT THAT A PROPER LINK BETWEEN INTERSTATE 15 AND INTERSTATE 84 WAS NEVER CONSTRUCTED, THEREFORE, HIGHWAY 89 SERVES AS A PRINCIPAL TIE BETWEEN THE TWO INTERSTATES.

I AM ASKING FOR A MULTI-YEAR AUTHORIZATION OF $20 MILLION FOR EACH FISCAL YEAR INCLUDING FISCAL YEAR 1995, FISCAL YEAR 1996, FISCAL YEAR 1997, AND FISCAL YEAR 1998 FOR A TOTAL AUTHORIZATION OF $80 MILLION OVER THE LIFETIME OF ISTEA.

CONCERNS WITH THE PROBLEMS ASSOCIATED WITH THIS HIGHWAY LED TO CONGRESS APPROPRIATING $2,400,000 IN FISCAL YEAR 1993, $4,050,000 IN FISCAL YEAR 1992, AND $4,250,000 IN FISCAL YEAR 1991.

U.S. HIGHWAY 89 WAS AUTHORIZED THROUGH ISTEA AT A TOTAL LEVEL OF $3,000,000. THIS FIGURE IS SUBSTANTIALLY LESS THAN IS REQUIRED TO PROPERLY COMPLETE THE NECESSARY UPGRADE TO HIGHWAY 89.

MR. CHAIRMAN, IN CONCLUSION I WOULD LIKE TO REITERATE MY SUPPORT FOR THE EFFORT OF THE STATE OF UTAH TO OBTAIN PROPER AUTHORIZATION TO CONTINUE TO UPGRADE U.S. 89 IN UTAH. THE SAFETY AND CONGESTION PROBLEMS ARE ENORMOUS AND WITH A GROWING POPULATION THE SITUATION WILL ONLY GET WORSE. THANK YOU FOR PERMITTING THIS TESTIMONY.

Testimony by W. Craig Zwick, Executive Director
Utah Department of Transportation
before the
Surface Transportation Subcommittee
of the
House Committee on Public Works

March 8, 1994

Congressman Rahall and distinguished Members of the Surface Transportation Subcommittee, it is a pleasure to speak briefly in support of these very significant multi-modal surface transportation projects and to seek your support in their authorization. I am honored to represent the State of Utah and the position of the Utah Department of Transportation relative to five specific projects for which authorization is being sought.

The Utah Department of Transportation is completely supportive of the construction of these five projects and is committed to providing all required resources to advance the design, construction, and ultimate maintenance of them on our state transportation system.

These projects include the following:

- The Interstate 15 Corridor Improvements in Salt Lake County
- I-15/University Avenue Interchange in Provo, Utah
- U.S. Highway 89 Improvements in Davis County
- 20th East Improvements in Sandy City, Utah
- 5600 West Improvements in West Valley City, Utah

As Congresswoman Shepherd noted in her introductory remarks, my testimony will focus on three of these projects: the Provo project, U.S. 89 and I-15 Corridor Improvements.

I-15/University Avenue Interchange

The I-15/University Avenue Interchange is located near the East Bay Business park in the southeast quadrant of Provo, Utah. The scope of this project is to provide a new leg into East Bay Business Park and reconstruction of the existing interchange to accommodate current and projected traffic volumes. Novell, one of several international businesses in the area, has been expanding rapidly with plans to double in size in the next five years.

This area now employs 7,000 people. Novell currently employs 1,200 and has indicated that their planned growth includes 4,000 additional employees over the next five years, but this growth can only occur if Provo City and the State of Utah can improve the interchange providing access to the business park. A significant amount of the traffic volumes and employees of this area are coming from Salt Lake City and areas to the north of the project. A secondary access into the business park will help to improve traffic flow and congestions.

This project is also necessary to improve air quality in Provo, which has been designated a non-attainment area. Traffic would be dispersed relieving congestion, reducing vehicle trips, and reducing emissions. Improvement of this interchange creates an outlet from I-15 that will alleviate much of this congestion.

The federal amount being requested for the project is $17.5 million.

U.S. Highway 89

Along with Congressman Hansen and the rest of the Utah Delegation, I am also seeking your support for the proper authorization of funds for the completion of the upgrade of U.S. Highway 89 in Utah.

The U.S. Highway 89 route extends approximately 12 miles between the cities of Farmington and Ogden. This highway, located in the First Congressional District, continues to be a safety and congestion problem. Not only does it provide the principal link between major Interstates and Ogden and Farmington, but it is the main line of transportation between many smaller communities and their markets and suppliers.

A proper link between I-15 and I-84 was never constructed, therefore, Highway 89 serves as a principal tie between the two interstates. Highway 89 serves as a principal connection between a major Air Force installation, Hill Air Force Base, and the rest of the country.

I am supporting and asking for a multi year authorization of $20 million for each fiscal year including FY95, FY96, FY97 and FY98 for a total authorization of $80 million over the lifetime of ISTEA. Concerns with the highway led to Congress appropriating $2.4 million in FY93, $4.05 million in FY92 and $4.25 million in FY91. U.S. 89 is authorized through ISTEA at a level of $3 million, an amount far less than is required to complete the project.

I-15 Corridor Improvements

The I-15 Corridor in Salt Lake County is not only the major traffic corridor of the county but is also the major transportation artery of our state. It is vital to commuters, to commerce, and to the economic growth and development of Salt Lake County and of the entire state.

The I-15 Corridor was designed and constructed in the 1960s and has already outlived its 20-year design life by over 10 years. The existing structures are in desperate need of repair and each will be replaced with wider and longer bridges designed to meet current earthquake design requirements. We are experiencing economic and population growth beyond our expectations resulting in excessive demands and gridlock on the corridor. There will be increased traffic demand on the entire I-15 Corridor as commerce needs are served between Canada and Mexico. Utah is strategically located to accommodate this transportation need; however, as conditions of congestion and gridlock worsen on the corridor, it is very apparent that upgrades to the system must be made immediately. These excess demands have resulted in an accident rate on this

We continue to make maximum use of our state transportation fund to preserve and expand our multi-modal transportation system. We are committed to an efficient, safe and environmentally sensitive transportation system in Utah. We have appreciated the federal commitment to an outstanding interstate transportation system. As we take on internationally significant events, such as the Winter Olympic Games of 2002, and cooperate in the North American Free Trade Agreement, we appreciate this continued partnership with the Federal Highway Administration and the United States Congress in helping us realize, together, what we are not capable of achieving alone.

We respectfully request authorization for the I-15 Corridor project in Salt Lake County, the U.S. 89 project in Davis County, the I-15/University Avenue Interchange in Provo, the 20th East project in Sandy City, and the 5600 West project in West Valley City -- all in accordance with our proposals of January 7, 1994.

Testimony by Deedee Corradini, Mayor of Salt Lake City
in support of authorizing Improvement of
the Interstate 15 Corridor
before the
Surface Transportation Subcommittee
of the
House Committee on Public Works and Transportation.

March 8, 1994

Thank you, Mr. Chariman, and Congresswoman Shepherd, for the opportunity to testify in support of a $148 million project authorization of the Interstate 15 Corridor in Salt Lake city. The project consists of the reconstruction of a 16 mil segment of Interstate 15 and related transit improvements in the corridor.

Most of the state's population and employment is compressed into the Salt Lake Valley, shaped in a long rectangle which is squeezed between the Wasatch and Oquirrh Mountains on the east and west and the Great Salt Lake on the north. The Interstate 15 corridor, shown on the attached map, is the major transportation spine of the Salt Lake Valley.

The physical structures of Interstate 15 are decaying, design standards are outdated, and traffic congestion is severe. The structures need to be rebuilt and the capacity of the roadway increased to accommodate existing travel demand. These improvements are needed now to maintain the integrity of this key segment of the Interstate Highway System.

In the future, travel demand will increase rapidly. Capacity improvements are needed to avoid traffic gridlock and avoid economic strangulation which will occur without these improvements.

Salt Lake City sits in a valley surrounded by mountains. This causes inversion layers to form, trapping dangerous pollutants for weeks at a time. Salt Lake has been classified as anon-attainment area for carbon monoxide, ozone and PM 10. Construction of the Interstate 15 project will help reduce this very serious air pollution problem by avoiding stop and go traffic flow and by attracting trips from auto to mass transit.

There are three aspects of the project which I believe make this request for highway funds unique and fit the classic definition of a "demonstration project."

First, the project will contribute to the success of the Winter Olympic Games likely to be held in Salt Lake City. Salt Lake is the official United States candidate to host the Winter Olympics in the year 2002. My recent discussion with members of the International Olympic Committee in Lillehammer indicate that Salt Lake City is considered to be the front runner by many. Interstate 15 corridor project will link major hotels with important Olympic venues such as the Delta Center Ice Arena, the Salt Palace Convention Center, and Olympic Plaza, where the opening and closing ceremonies will be held.

Second, an innovative combination of highway demonstration and transit new-start funds will be used to construct the project. Highway demonstration funds will be used to reconstruct Interstate 15. Both highway demonstration funds and transit new-start funds, already authorized by ISTEA, will be used to construct a parallel fixed guideway transit system. The light rail line is needed to mitigate traffic congestion during the reconstruction period.

The third innovative aspect is the large amount of state and local funds which will be used to match federal funds. A combination of local transit and state gas tax funds totalling fifty percent of the project cost will be contributed. As you know, Mr. Chariman, the non-federal match proposed for most highway demonstration projects, and for many transit projects, is twenty percent. The fifty percent math offered for the Interstate 15 corridor project will set a good example for others to follow. The substantial "overmatch" proposed for the project is an indication of the strong state and local support for the project.

The project is the result of a multi-modal planning and environmental process conducted jointly by the Utah Department of Transportation, the Utah Transit Authority and the Wasatch Front Regional Council, the region's MPO. A wide range of alternatives were evaluated. The alternative which I am describing today, which combines highway reconstruction and light rail, was the one that was selected. Another alternative combined highway reconstruction and express bus on high occupancy vehicles lanes. I have confidence in the quality of the evaluation and the conclusion that the project which was selected by local officials, and described today, is the most cost effective among those evaluated.

The project has broad local support. The reconstruction of Interstate 15 has widespread support among state and local officials, the press and the general public. No opposition has surfaced from any quarter. The mass transit component enjoys majority support, except for a small fraction of the local elected officials and members of the Legislature, who advocate a substantial increase in the level of bus service and the deferral of the light rail line. Because this increase in bus service requires an immediate doubling of the sales tax allocated to transit, support hsa been limited. The proposal before the Subcommittee has been endorsed by large margins by the Wasatch Front Regional Council (the MPO), the Salt Lake County Council of Mayors and by other local officials. I am collecting letters of endorsement for the projects and will forward them within two weeks to the Subcommittee staff.

Mr. Chairman, as you know, last fall the Subcommittee posed 18 questions regarding the background and merits of this project. Responses were supplied in January. I believe we have been able to answer each question in a very positive and forthright manner which underscores the great potential of this project.

In closing, Mr. Chairman, I would like to thank you again for the opportunity to express my strong support for the project.

Testimony before the

House Subcommittee on Surface Transportation

Honorable Nick Joe Rahall, II
Chairman

March 8, 1994

Honorable Tim Smith

Board of Supervisors

Sonoma County, California

c/o David Knight
Sonoma County Transit
355 W. Robles Avenue
Santa Rosa, CA 95407

707/585-7516

Mr. Chairman, Members of the Subcommittee, it is an honor and a pleasure to appear before you today to discuss a matter of very great importance to the people of Sonoma County. And I am particularly pleased to be joined by our two Members of Congress; Congresswoman Lynn Woolsey and Congressman Dan Hamburg. In the relatively short time they have each served in Congress, they have both demonstrated an understanding of our needs in Sonoma and a willingness to work hard in fashioning solutions. Some jurisdictions complain when they are split and served by two Members of Congress. We consider ourselves fortunate to have two such fine Members we can call upon.

The particular solution I am here to discuss today is the addition of five park & ride lots along Highway 101. For those who may not be familiar with Highway 101 in Sonoma County, I would liken it to the Capital Beltway here in the Washington area, and I-95, and Connecticut Avenue, and all the other principal routes commuters use to come into this city each day. Because while our traffic counts certainly are not as great as for those roads combined, 101 is really the only route commuters use to travel to Marin County, and then across one of the bridges into either San Francisco or the busy East Bay.

When Highway 101 was built and expanded, Sonoma County was a fairly sleepy and distant exurb. Those days are gone as we are now a fast-growing suburb, and the capacity of our transportation system simply hasn't kept pace. And one of the best features, of course, in building park & ride lots on Highway 101, is that it helps assure that we increase the capacity of the road, without widening it or adding traffic; indeed we are adding capacity while reducing traffic and its attendant congestion and pollution.

Mr. Chairman, the five lots we would request your assistance in building are located in the communities of Petaluma, Rohnert Park, Healdsburg, Windsor, and Cotati and would total a minimum of 770 spaces. When the response to your 18 questions was submitted earlier this year, letters of support from each of those communities was included. Indeed, I know of absolutely no opposition to any of these lots.

And there should be no opposition. For a federal share of only $4 million, we have calculated that a savings will be generated of over $7.9 million per year. It is difficult to imagine that you will hear of many projects which will have a 2 to 1 return on the federal investment . . . every year!

In California, a ton of emission reduction is valued at an average of $20,000 per year, and so the value of emissions reduced by our proposal would be at least $771,000 annually.

Fuel savings would exceed $1.3 million per year.

Total vehicle operating costs would be reduced by over $6.2 million. Subtract an added cost of bus fare and ride sharing of about $2 million and we have a $4.2 million savings.

Perhaps most important, is the value of resulting safety improvements. Based on cost data used by Caltrans and applied to this road which suffers an accident rate well above the statewide average, and we arrive at an annual savings of $720,000 in safety improvements.

Mr. Chairman, it is almost axiomatic that park and ride lots will reduce congestion, enhance safety, and improve air quality. Certainly these lots will do all of that.

It is because these benefits are so well-recognized that nearly $1.1 million has already been spent on some land acquisition for the lots as well as preliminary engineering. We have already put our money where our mouths, and are outstretched hands, are. And indeed, these lots are included in the adopted TIP, with some funding contemplated by the federal government.

These projects are a terrific value. That is why we used scarce local resources to purchase some of the land when it became available. We simply didn't want to lose the opportunity to build these lots on such centrally-located sites, convenient to commuters and existing transit routes served by Sonoma County Transit, Golden Gate Transit, Petaluma Transit, and Healdsburg Transit. Money was invested to preserve some of these sites even though we lacked an identified source of funding for the construction of the lots.

And Mr. Chairman, that's why I am here today. I am here to ask that $4 million be made available to complement the $1 million we have already spent, and the million more we will commit. And I am here to state that if you honor this request, the federal government will see a 2 for 1 return on its investment every year, phased in beginning in 1995 with the completion of the first lot, and in full effect every year after 1996 with the completion of the fifth lot.

Mr. Chairman, I would be pleased to answer any questions you may have.

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SUBCOMMITTEES
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STATEMENT OF

CONGRESSMAN ESTEBAN E. TORRES

SUBCOMMITTEE ON SURFACE TRANSPORTATION

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

MARCH 8, 1994

NORWALK/SANTA FE SPRINGS TRANSPORTATION CENTER INTERFACE AND AIRPORT ACCESS STUDY

Mr. Chairman and Subcommittee Members, thank you for this opportunity to testify on the Norwalk/Santa Fe Springs Transportation Center Interface and Airport Access Study. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) has strengthened the emphasis on the environmental aspects of transportation decisions, and the flexibility in the federal highway and transit programs will greatly help State and local governments meet the requirements of the Clean Air Act. It has been with great foresight that planning activities have been made eligible to receive funding under the National Highway System (NHS).

This project is truly intermodal, in that it will establish the parameters for providing interface between commuter rail, urban

rail, bus transit, highway, and air transportation, in such a way that the overall benefits will be much greater than the sum of the individual benefits. The study will provide the information necessary to proceed with projects that will improve air quality, reduce congestion, and improve access in a cost effective manner. Furthermore, it will have a significant impact at a regional level.

I am pleased to introduce Bob Arthur, Councilman from the City of Norwalk, who is here to testify on behalf of the Norwalk/Santa Fe Springs Transportation Center.

Testimony of the Honorable Jolene Unsoeld (D-WA)
Before the Public Works and Transportation Subcommittee on Surface Transportation
March 8, 1994

Thank you for this opportunity to express my support for transportation projects vital to the Southwest Washington. In the interest of time, I will concentrate my remarks on the South/North Corridor Project, a major initiative being developed in the Portland, Oregon, and Vancouver, Washington, urban area. I have included the rest of my requests in written testimony.

Vancouver and Portland form a single metropolitan area separated by the Columbia River. The two cities are linked by two interstate bridges, but these bridges are being overwhelmed by the automobile. In fact, both are expected to be near or over capacity by the year 2000, and with more than half a million people anticipated to move to the Portland/Vancouver region in the next 20 years, the traffic will get worse, not better.

The South/North Corridor Project is a bi-state initiative to avoid impending traffic and air quality crises by providing one high capacity transit link between Clackamas County, Oregon and Clark County, Washington. It has received federal approval to begin the Alternatives Analysis process, and a Draft Environmental Impact Statement is scheduled to be completed late next year.

State and local governments in both Washington and Oregon have already demonstrated that the South/North Corridor is a priority within the region. The Washington Legislature appropriated $9 million to study high capacity transit along this corridor. The Oregon Legislature contributed $2 million for the current Alternatives Analysis. In addition, Portland-area voters approved $15 million in General Obligation bonds to finance engineering and environmental studies.

Mr. Chairman, dramatic growth in our region is a given. We can either plan for this population growth or be overwhelmed by it. Without high capacity transit on the South/North Corridor, many things are certain: Traffic congestion will worsen; air quality will deteriorate; economic growth will be stifled; transit service will become less reliable; and our growth management goals will not be achieved.

Your inclusion of the language which I have requested would not involve federal funding at this time. It would indicate a federal commitment to this cooperative and far-sighted initiative. I hope you will give South/North Corridor and the other important projects included in my written testimony your careful consideration.

Testimony of Honorable Jolene Unsoeld (Page 2)

In addition to the South/North Corridor Project, I believe the following initiatives are important to improving the economy, energy efficiency, environmental health and safety of Southwest Washington. I support these projects and hope they can be included in the National Highway System Authorization:

• Mill Plain Extension (City of Vancouver): This project would realign Mill Plain Boulevard to provide additional access into the Port of Vancouver across the Burlington Northern Railroad yard. ($16.5 million)

• SR-14 Improvement Projects in Columbia River Gorge (Skamania and Klickitat Counties): This project would improve SR-14 as identified in a 1990 needs study conducted by the Washington State Department of Transportation and the Regional Transportation Council. ($35 million in additional federal funds)

• Intercity Transit (City of Olympia): This project would provide for the transition to alternative fuel busses including a fueling station. ($563,800)

• Washington Coastal Corridor Projects (Grays Harbor and Pacific Counties): These projects would develop SR 101 Coastal Corridor Viewpoints ($221,000) and allow for the illumination of the SR 101 Fort Columbia Tunnel. ($280,000)

• NW 6th Avenue Realignment (City of Camas): This project would realign NW 6th Avenue to allow for construction of a co-generation facility at the James River paper mill. ($2 million)

• Fords Prairie Transportation Project Phase II (Lewis County): This project would allow for the design, right of way acquisition and construction for a north Centralia Interchange. ($1 million)

• Cowlitz Street West Project (City of Castle Rock): This project would refurbish the intersection of SR-411 west to Second Avenue, widening to accommodate paved shoulders, adding curbs, storm drains, sidewalks, and more street lighting. ($660,000)

• Huntington Avenue South - Phase II (City of Castle Rock): This project would provide for the refurbishment of Bulard Drive north to "A" Street -- widening to accommodate paved shoulders, adding curbs, storm drains, sidewalks and additional street lighting. ($800,000)

• North First Street and North Second Street (City of Kalama): This project would rebuild North First Street and North Second Street; add sidewalks and gutters; and widen shoulders. ($1,790,000)

• Westside Highway and Fishers Lane Traffic Signalization (City of Longview): This project would construct a two-phase signal with crosswalk controls, install pavement striping for channelization, and possibly establish a permanent traffic volume count station. ($120,000)

Your consideration of these requests is greatly appreciated. If you have questions or need further information, please do not hesitate to call me.

STATEMENT OF RICHARD VACAR, EXECUTIVE DIRECTOR, SARASOTA MANATEE AIRPORT AUTHORITY

Mr. Chairman, I appreciate the opportunity to appear before the Subcommittee to discuss the need for a highway grade separation project located on the central highways which serve the Sarasota Bradenton (Florida) International Airport.

The Intermodal Surface Transportation Efficiency Act of 1991 authorized $2.4 million for this project which would improve access to the Airport -- one of the fastest growing airports, in terms of passengers enplaned, in the Southern Region.

The current intersection of University Parkway (a six-lane highway which leads from Interstate 75 to the Airport), and U. S. Route 301 impedes the efficient movement of traffic on both highways, and railroad tracks cross University Parkway, further restricting the free flow of traffic to the Airport. Over 50,000 cars per day meet at this intersection, and projections estimate that the situation will get much worse in future years.

The objective of the project is to eliminate or minimize the adverse impact of the railroad tracks by constructing a grade separation highway of elevated lanes to provide unrestricted access over the railroad tracks and U. S. 301.

This year, the State (Florida) Department of Transportation has allocated over $1 million for preliminary engineering, design and environmental work on this project, which is scheduled for completion during the Spring of 1995. The total cost of this

project is estimated to be $11 million.

The Sarasota-Manatee Metropolitan Planning Organization has identified this as a "priority project" in it's FY 91-95 Transportation Improvement Program.

Airline passenger traffic at the Sarasota-Bradenton Airport is approximately 2 million per year, and the Airport can adequately accommodate this traffic. However, the highway infrastructure leading to the Airport, specifically, the intersection at U. S. Route 301 and the University Parkway, is a major source of traffic congestion, and cannot accommodate this traffic.

Mr. Chairman, again, I appreciate the opportunity to appear before this Subcommittee, and I will be happy to answer any questions.

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BEN G. WATTS
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Testimony of
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before the
Surface Transportation Subcommittee
Committee on Public Works and Transportation
U.S. House of Representatives

Tuesday, March 8, 1994
Washington, D. C.

Thank you for this opportunity to appear before this Subcommittee to present testimony concerning two Interstate projects of importance to the State of Florida. These projects are the Fuller Warren Bridge Replacement on I-95 in Jacksonville, and the I-4/GreeneWay Interchange in the Greater Orlando area.

FULLER WARREN BRIDGE REPLACEMENT PROJECT

Built in 1954 by the Jacksonville Expressway Authority, the Fuller Warren Bridge was later incorporated into the Interstate Highway system during the early 1960's. The Fuller Warren Bridge project consists of replacing the existing four lane draw bridge on Interstate 95 as it crosses the St. Johns River in downtown Jacksonville, Florida. The Florida Department of Transportation (FDOT) intends to replace the present Fuller Warren Bridge with an eight lane, high rise, fixed span structure that will provide greater traffic capacity, needed safety refuge lanes and the elimination of bridge openings.

Over the past decade traffic on the Fuller Warren has steadily increased to a point where the bridge and its approach roadway are experiencing traffic volumes far in excess of the capacity for which the bridge was designed almost forty years ago.

Other significant problems with the Fuller Warren are also clearly evident. For example, the width of the bridge is insufficient to accommodate safety lanes, and frequent bridge openings force Interstate motorists to come to a complete stop while travelling this portion of I-95. (Currently the Fuller Warren Bridge experiences over 2,818 draw bridge openings annually, or almost eight per day.) These factors slow traffic considerably and often create stop and go conditions during peak periods that adversely affect commuter and interstate travel. This replacement project will help to alleviate congestion on I-95 by providing additional traffic lanes with proper safety lanes for refuge of broken down vehicles, and the elimination of the drawspan bridge on an interstate highway.

In replacing the Fuller Warren Bridge the Department has two objectives. They are:

1.) To eliminate the existing delay for the traveling public that results when the Fuller Warren Bridge bascule structure opens. Each bridge opening lasts approximately five minutes or more. These delays create significant traffic congestion which affects traffic flow long after the bridge reopens. Replacement of this bridge with a high level, fixed span structure, will end the stop condition along this major interstate highway segment. Additionally, river traffic will be better accommodated through a higher fixed span.

2.) To improve the safety condition along this interstate segment. The Department has identified this portion of I-95 to be a high accident location. In the past five years, 604 accidents have occurred along this segment. The replacement structure will provide wider travel lanes, shoulders and remove the dangerous stop condition when the bridge is up, thereby contributing to an improvement in traffic safety.

The Jacksonville MPO has identified this project as its highest priority. While Preliminary Engineering, Final Design, and Right of Way Acquisition are currently funded, the remaining $185 million construction cost is unfunded. Of this $185 million cost, about $37 million would be non-federal contributions provided by the State of Florida and some $148 million would be federal highways funds, assuming an 80 percent federal, 20 percent state split.

It is important to recognize the funding magnitude of this $185 million project. The first year construction increment, tentatively scheduled for 1995, is approximately $55 million. This would consume 95 percent of the National Highway System and STP funds available to the Jacksonville MPO for FY 95/96.

Simply put, replacement of the Fuller Warren Bridge is a critical state need. This forty year old, functionally obsolete draw bridge on an interstate highway is badly in need of replacement. However, state resources are insufficient to cover the high cost of constructing a new bridge. Therefore, special transportation funding assistance from the federal government would appear to be justified.

INTERSTATE 4 / GREENEWAY INTERCHANGE PROJECT

The Interstate 4 / GreeneWay Interchange Project is an interchange between Orlando's circumferential beltway and Interstate 4, in Seminole County, Florida. The interchange is a critical element of the six-mile long "missing link" in the 56 mile long eastern beltway, known as the Central Florida GreeneWay. Construction of this final six mile of the GreeneWay will complete a limited-access alternative route to Interstate 4 through Central Florida, including the highly congested sections of I-4 through downtown Orlando and the Walt Disney World tourist district.

Construction of the I-4/GreeneWay interchange will accomplish the following objectives:

1.) provide a vital northeast link between I-4 and the GreeneWay;

2.) greatly improve mobility between northern Central Florida and the Orlando International Airport, University of Central Florida and other major regional activity centers;

3.) support Seminole County land use planning goals;

4.) improve mobility within the Orlando Metropolitan Area; and

5.) relieve congestion on I-4 and the regional roadway network.

The total development cost of the six-mile long "missing link" of Orlando's eastern beltway is estimated to be $190 million. The interchange at Interstate 4, for which funding is requested, is about $85 million. The remaining cost of $105 million is expected to be funded by toll revenues generated by the facility, with supplemental funding from Florida's Turnpike.

It is important to note that the Orlando Urban Area MPO and the Department have given this project the highest priority possible. Unfortunately, there are simply not enough funds available through current programs to fund a circumferential beltway which is not included in the Interstate system.

The Orlando area has been at a distinct disadvantage compared to other communities of its size because the circumferential highway is not on the Interstate system and, therefore, has received no Interstate funds. The first 50 miles of the beltway have been constructed with toll revenues generated from motorists in Central Florida. If the request for statutory authorization for funds is granted, the eastern portion of the beltway would receive a total of only $85 million in federal funds out of a total cost of over $750 million. I personally know of no other community which has constructed such a facility with over 85 percent of the funding being generated from local sources.

Quite candidly, completion of the eastern beltway is the most important transportation project in Central Florida today. As the former District Secretary from that area, I understand that completion of the final six miles of the GreeneWay and its interchange with I-4 in Seminole County is critical to meeting the transportation and land use goals of Central Florida.

CONCLUSION

Traditionally, the Florida Department of Transportation has not been active in seeking project-specific funding. However, I believe that these two important Interstate projects warrant special consideration by the Congress. Therefore, I have chosen to come to Washington and testify in support of the Fuller Warren Bridge Replacement and the Interstate 4 / GreeneWay Interchange projects. I appreciate this opportunity to be with you today. Thank you.

STATEMENT OF FRANKLIN WHITE

CHIEF EXECUTIVE OFFICER,
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Mr. Chairman, I appreciate the opportunity to appear before you today, as this is my first appearance before you and the Committee as my capacity as Chief Executive Officer of the Los Angeles County Metropolitan Transportation Authority (MTA).

I too would like to echo the comments of Chairman Alatorre and Supervisor Burke for the speed at which the Congress passed the emergency disaster relief and for the continued cooperation and assistance the Administration has provided, especially the continuous attention Secretaries Peña and Cisneros have given to Los Angeles.

As you know, the MTA is the result of a merger which took place last year. This merged operation is designed to increase efficiency and reduce the costs of delivering transportation services and is the lead transportation agency for Los Angeles. The capital programs and projects the MTA has requested be included in the National Highway System legislation are vital to the continued transportation infrastructure development as we strive to reduce lost productivity due to congestion and improve air quality for Los Angeles.

In addition to creating better transportation infrastructure and service delivery, the merger highlighted a projected shortfall of $126 million or roughly 20 percent of the MTA's operating budget in FY 1994-95. The MTA Board has responded by creating the Finance, Budget and Efficiency Committee and will consider a Special Work Program designed to find additional efficiency measures as a result of the merger, and new funding proposals which could include fare restructuring and service cuts.

The MTA looks forward to the continued dialogue with the members of this Committee, to seek creative ways to leverage the federal funds Los Angeles receives as we strive to continue quality service to the nation's second largest city.

Thank you, Mr. Chairman, for allowing me to make these statements and I would be happy to answer any question the Committee may have.

PAT WILLIAMS
MONTANA

MAJORITY DEPUTY WHIP

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Testimony of Congressman Pat Williams (MT)
On Demonstration Projects
In the National Highway System Legislation
Before the Subcommittee on Surface Transportation
March 8, 1994

Mr. Chairman, thank you for the opportunity to testify on behalf of four highway projects I am requesting for the state of Montana.

The first project I want to discuss is a proposal to pave a 50 mile stretch of Highway 323 in eastern Montana. This section of road, between Alzada and Ekalaka, is the only unpaved section of highway from Canada to El Paso, Texas.

Currently, the road is narrow with unstable gravel and is nearly impassible in wet weather. The condition of the surface makes most trucking impossible and discourages tourism and pass-through travel. Paving this road is a necessity if eastern Montana is to progress economically into the 21st Century.

Completion of this project is especially essential to improving the trade between Canada, Mexico and the United States. With the increased significance of North American trade, there is a growing need for improved North-South trade corridors in this country. This road is the only direct route between Regina, Saskatchewan, Canada, and El Paso, Texas, on the U.S.-Mexican Border. It represents a possible trade corridor that would go south through Eastern Wyoming and connect the major western cities of Cheyenne, Denver and Albuquerque.

Increased traffic of truckers and tourists will bring economic benefits not only to rural southeastern Montana and northeastern Wyoming but also to this North-South corridor in America's agriculture and livestock heartland. Completion of this project would provide truckers and tourists with a more direct route through the region, and would help conserve gas, time and money.

This project enjoys wide support. Ten counties in Montana and Wyoming have publicly supported the paving of Highway 323 and the governors of these two states have urged funding for this project.

GREAT FALLS 59401
COURTHOUSE ANNEX
325 2ND AVE NO
(406) 771-1242

BUTTE 59701
305 W MERCURY #206
(406) 723-4404

BILLINGS 59101
2806 3RD AVE NO
(406) 256-1019

MISSOULA 59802
302 W BROADWAY
(406) 549-5550

HELENA 59624
31E NO PARK AVE
P O BOX 1681
(406) 443-7876

THIS STATIONERY PRINTED ON PAPER MADE WITH RECYCLED FIBERS

I am also urging support for supplemental funds to complete two particularly important demonstration projects. Montana is requesting an additional $2.11 million to complete the Belgrade Interchange rehabilitation and $3.91 million to complete the North 19th Avenue Interchange construction in Bozeman. The Bozeman and Belgrade projects are located in one of the fastest growing valleys in the entire Rocky Mountain region. The National Highway System route served by the Belgrade Interchange is a major gateway into Yellowstone National Park. The Bozeman Interchange will improve access to a fast-developing area of the city, provide an unobstructed travel corridor for commuters to Montana State University and provide a safety rest stop to interstate highway system travelers. Both projects have been appropriated demonstration project funds by Congress. Completion of these interchanges will do much to alleviate congested and dangerous traffic patterns in the area.

Finally, I request demonstration project funds to complete an interchange on Interstate 15 at the north end of Helena, Montana's state capital, and a nearby "park and ride" location and interpretive site. The total request for this project is $950,000. A need was established for this interchange more than 20 years ago, and it has yet to be built. It would provide highway access to thousands of Helena residents and greatly relieve local congestion by directing traffic onto the 4-lane highway.

I highly recommend each of these projects. Thank you for your consideration.

City of Alameda California

TESTIMONY BY THE HONORABLE E. WILLIAM WITHROW JR., MAYOR, ALAMEDA, CALIFORNIA AND CHAIR, ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY, BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION OF THE PUBLIC WORKS AND TRANSPORTATION COMMITTEE OF THE U.S. HOUSE OF REPRESENTATIVES

THE NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES RELATING TO HIGHWAY AND TRANSIT PROGRAMS

TUESDAY, MARCH 8, 1994 3:15 TO 3:20

The Force Structure reduction within the Department of Defense and the implementation of the Base Realignment And Closure (BRAC) legislation has had a severe, adverse impact upon the San Francisco Bay region. The Naval Air Station, Alameda; the Naval Aviation Depot, Alameda; Naval Station Treasure Island; the Oak knoll Naval Hospital; and the Mare Island Naval Shipyard are all scheduled to close by January 1997. Moffett Naval Air Station was closed by the BRAC 1991 process.

It has been estimated that 71,000 workers will be displaced as a direct result of the closure action. This is on top of the recessionnary period that we have experienced since 1990. We have lost 100,000 jobs in the Bay Area since 1990, including 25,000 from Alameda County. The "Economic Tide" is still going out. Our economic development board has estimated that we are losing a significant employer (100 to 500 employees) at the rate of one a week in Alameda County.

It is imperative that we replace the economic activity lost as a result of the reduction in the defense industries and the base closures on an expedited basis. The task is extremely complicated. The effective and efficient conversion from a military to a civilian based economy is easier to talk about than it is to effect. Lessons learned from the experience of our predecessors would indicate that the down-side risks far exceed the up-side potential. The successes in the conversion process are far out numbered by failures.

E. William Withrow, Jr., Mayor
Office of the Mayor, Room 301
City Hall
2263 Santa Clara Avenue · 94501-4456
510-748-4545

Most of the City of Alameda's population of 80,000 is concentrated on an island in San Francisco Bay. It made for a tremendous home-port and logistic support base for key units of the U.S. Pacific Fleet for the past 54 years. It is ideally situated and configured for that purpose.

The infrastucture of the City of Alameda has been developed over the past half century in response to the needs and desires of our national defense and the U.S. Navy. 25% of the dependents of the Alameda Unified School District are dependents of Military personnel. 30% of the output of our Bureau of Electricity is consumed by the Navy. Our roads, businesses, housing, recreation and entertainment facilities have been molded to address this domininant factor in our city. The Naval Air Station encompasses approximately one third of the acreage of our island.

Alameda is connected to the mainland by a four lane tunnel complex and four bridges. Access to and from the parrallel Interstate Highway is convuluted and inefficient. It was satisfactory for the relatively static nature of the Naval forces. It is a severe constraint in the development of conversion plans for civilian use. We must have an improved multi-modal access if we are going to succeed in developing a new economic engine for the eastern segment of the San Francisco Bay. We must be able to maintain mobility of people and materials.

I recognize that there is substantial competition for available funds. However, I do believe that the urgency of need for our projects are very substantial. We have dedicated ourselves to support national needs for the fast 54 years. We now need your help.

OPENING STATEMENT
REP. LYNN C. WOOLSEY
SURFACE TRANSPORTATION SUBCOMMITTEE
CHAIRMAN NICK RAHALL
March 8, 1994

MR. CHAIRMAN, I APPRECIATE THE OPPORTUNITY TO BE HERE TODAY TO INTRODUCE DAVID KNIGHT, THE TRANSIT SYSTEMS MANAGER FOR SONOMA COUNTY, AND TO SPEAK IN STRONG SUPPORT OF THE SONOMA COUNTY PARK-AND-RIDE LOTS PROJECT.

SONOMA COUNTY, WHICH I AM PRIVILEGED TO REPRESENT, IS LOCATED IN NORTHERN CALIFORNIA NORTH OF THE GOLDEN GATE BRIDGE. MUCH OF OUR TRAFFIC PROBLEM IS ASSOCIATED WITH COMMUTES INTO SAN FRANCISCO ALONG ONE HIGHLY TRAVELLED ROUTE--HIGHWAY 101.

IN ORDER TO REDUCE CONGESTION AND INCREASE CAPACITY ON HIGHWAY 101, SONOMA COUNTY HAS PROPOSED ADDING FIVE NEW PARK-AND-RIDE LOTS ALONG 101. THESE LOTS WOULD ENCOURAGE SONOMA RESIDENTS TO GET OUT OF THEIR SINGLE-PASSENGER AUTOMOBILES, AND INTO PUBLIC TRANSIT, OR INTO CARPOOLS, AND VANPOOLS.

WE KNOW THAT THESE LOTS WILL BE WELL USED IN SONOMA, SINCE THOSE THAT ARE CURRENTLY AVAILABLE FILL TO CAPACITY EARLY EACH WEEKDAY MORNING.

THE COUNTY HAS SPENT OVER 1 MILLION DOLLARS TO PURCHASE LAND FOR THE LOTS, AND FOR PRELIMINARY ENGINEERING AND DESIGN WORK. NOW, SONOMA IS ASKING THE FEDERAL GOVERNMENT TO HELP BY PROVIDING FUNDS FOR CONSTRUCTION OF THE LOTS.

FOR A FEDERAL EXPENDITURE OF 4 MILLION DOLLARS, SONOMA COUNTY CAN COMPLETE FIVE PARK-AND-RIDES LOTS--PROVIDING APPROXIMATELY 800 PARKING SPACES--RESULTING IN REDUCED CONGESTION, IMPROVED AIR QUALITY, AND ENHANCED SAFETY FOR SONOMA COUNTY AND THE SURROUNDING REGION.

MR. CHAIRMAN, THANK YOU FOR THE OPPORTUNITY TO EXPLAIN HOW IMPORTANT THIS PROJECT IS TO MY DISTRICT.

WITH THAT, I WOULD LIKE TO PRESENT DAVID KNIGHT WHO WILL PROVIDE YOU WITH A TECHNICAL EXPLANATION OF THIS WORTHWHILE PROJECT.

STATEMENT OF CONGRESSMAN RON WYDEN
TESTIMONY BEFORE SUBCOMMITTEE ON SURFACE TRANSPORTATION
March 7, 1994

Mr. Chairman and members of the Subcommittee, I am here today to express my strong support for a Port of Portland improvement project and the Westside Light Rail Project. Both are top priority projects for my district, and significant to the entire region.

As you may be aware, Oregon's economy is extremely dependent on international trade, and our competitive position and economic growth will depend greatly on how well we are able to move goods quickly, economically and safely between Oregon and foreign markets.

The Port of Portland has proposed a project aimed at easing congestion problems at the Rivergate marine terminals and along Columbia Boulevard, which are threatening Oregon's ability to move freight efficiently. Specifically, the proposal calls for the expansion of intermodal access at the marine terminals and the port's at-dock rail and container facility. The result will be savings in time for cargo movement by both rail and truck. Moreover, the project will help alleviate existing bottlenecks on the main north-south rail line serving the West Coast.

Mr. Chairman, without the improvements envisioned in this proposal, future cargo growth will overload truck and rail facilities at the port, adding to congestion and air quality problems and hindering the competitiveness of Oregon's exporters.

I would also like to express my support for the Westside Light Rail Project, including the Hillsboro Extension, which is a key component of Oregon's transportation plan.

Over the next 20 years, Portland's population is expected to nearly double, resulting in increased traffic congestion and air quality problems. The Westside project, which is currently being constructed from downtown Portland to S.W. 185th, will be critical in alleviating future traffic demand and maintaining the region's improvements in air quality.

This committee has previously expressed support for the Westside Project, including the Hillsboro Extension in the Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA). The bill authorized $515 million in funding for the construction of the Westside project and for preliminary engineering on the 6.5 mile Hillsboro Extension which extends from S.W. 185th to downtown Hillsboro.

Although ISTEA directed the Federal Transit Administration to amend the Westside Full Funding Grant Agreement to incorporate the Hillsboro Extension, an additional $100.65 million in funding and authorization is needed to construct the project and ensure that the Westside project to Hillsboro is completed on time in September 1998.

Of the $100 million requested, $75 million would be used to construct the Hillsboro Extension at a 33 percent section 3 share. This is $94 million less than the federal share authorized in ISTEA. The balance of these funds would used to cover additional costs resulting from the acquisition of the nation's first low floor light rail cars and for system related costs.

Mr. Chairman, and members of the Subcommittee, I greatly appreciate the opportunity to present these projects to you. I look forward to discussing these matters with you in the days ahead.

Testimony by W. Craig Zwick, Executive Director
Utah Department of Transportation
before the
Surface Transportation Subcommittee
of the
House Committee on Public Works

March 8, 1994

Congressman Rahall and distinguished Members of the Surface Transportation Subcommittee, it is a pleasure to speak briefly in support of these very significant multi-modal surface transportation projects and to seek your support in their authorization. I am honored to represent the State of Utah and the position of the Utah Department of Transportation relative to five specific projects for which authorization is being sought.

The Utah Department of Transportation is completely supportive of the construction of these five projects and is committed to providing all required resources to advance the design, construction, and ultimate maintenance of them on our state transportation system.

These projects include the following:

- The Interstate 15 Corridor Improvements in Salt Lake County
- I-15/University Avenue Interchange in Provo, Utah
- U.S. Highway 89 Improvements in Davis County
- 20th East Improvements in Sandy City, Utah
- 5600 West Improvements in West Valley City, Utah

As Congresswoman Shepherd noted in her introductory remarks, my testimony will focus on three of these projects: the Provo project, U.S. 89 and I-15 Corridor Improvements.

I-15/University Avenue Interchange

The I-15/University Avenue Interchange is located near the East Bay Business park in the southeast quadrant of Provo, Utah. The scope of this project is to provide a new leg into East Bay Business Park and reconstruction of the existing interchange to accommodate current and projected traffic volumes. Novell, one of several international businesses in the area, has been expanding rapidly with plans to double in size in the next five years.

This area now employs 7,000 people. Novell currently employs 1,200 and has indicated that their planned growth includes 4,000 additional employees over the next five years, but this growth can only occur if Provo City and the State of Utah can improve the interchange providing access to the business park. A significant amount of the traffic volumes and employees of this area are coming from Salt Lake City and areas to the north of the project. A secondary access into the business park will help to improve traffic flow and congestions.

This project is also necessary to improve air quality in Provo, which has been designated a non-attainment area. Traffic would be dispersed relieving congestion, reducing vehicle trips, and reducing emissions. Improvement of this interchange creates an outlet from I-15 that will alleviate much of this congestion.

The federal amount being requested for the project is $17.5 million.

U.S. Highway 89

Along with Congressman Hansen and the rest of the Utah Delegation, I am also seeking your support for the proper authorization of funds for the completion of the upgrade of U.S. Highway 89 in Utah.

The U.S. Highway 89 route extends approximately 12 miles between the cities of Farmington and Ogden. This highway, located in the First Congressional District, continues to be a safety and congestion problem. Not only does it provide the principal link between major Interstates and Ogden and Farmington, but it is the main line of transportation between many smaller communities and their markets and suppliers.

A proper link between I-15 and I-84 was never constructed, therefore, Highway 89 serves as a principal tie between the two interstates. Highway 89 serves as a principal connection between a major Air Force installation, Hill Air Force Base, and the rest of the country.

I am supporting and asking for a multi year authorization of $20 million for each fiscal year including FY95, FY96, FY97 and FY98 for a total authorization of $80 million over the lifetime of ISTEA. Concerns with the highway led to Congress appropriating $2.4 million in FY93, $4.05 million in FY92 and $4.25 million in FY91. U.S. 89 is authorized through ISTEA at a level of $3 million, an amount far less than is required to complete the project.

I-15 Corridor Improvements

The I-15 Corridor in Salt Lake County is not only the major traffic corridor of the county but is also the major transportation artery of our state. It is vital to commuters, to commerce, and to the economic growth and development of Salt Lake County and of the entire state.

The I-15 Corridor was designed and constructed in the 1960s and has already outlived its 20-year design life by over 10 years. The existing structures are in desperate need of repair and each will be replaced with wider and longer bridges designed to meet current earthquake design requirements. We are experiencing economic and population growth beyond our expectations resulting in excessive demands and gridlock on the corridor. There will be increased traffic demand on the entire I-15 Corridor as commerce needs are served between Canada and Mexico. Utah is strategically located to accommodate this transportation need; however, as conditions of congestion and gridlock worsen on the corridor, it is very apparent that upgrades to the system must be made immediately. These excess demands have resulted in an accident rate on this

section of I-15 approximately five times higher than the typical rate experienced in urban state highways. This is particularly true where I-15 connects with I-80 east and west.

As we move ahead to correct the structural and capacity deficiencies on the corridor, we are also expanding our horizons into the latest intelligence vehicle highway systems technologies. Current technology to be incorporated includes freeway-to-freeway ramp metering, changeable message signs, highway advisory radio, incident detection and response teams, and a traffic control center which brings together our city, county and state needs in a significant partnership.

Each of these future technologies is consistent with our desire to develop inter-modal solutions to our transportation needs, including high-occupancy vehicle lanes, park and ride lots, and an expanded mass transit system including a fixed guideway light rail system in the corridor.

All of these transportation improvements enhance the flow of goods and services and also contribute to a cleaner environment. We have made every effort in our multi-modal approach to achieve clean air conformity as a short-term and long-term goal. Our 20-year program shows conformity based on the utilization of high occupancy vehicle lanes and our expanded mass transit system. Major inducements for people to carpool, vanpool, and use express bus service are all significant contributors to our clean air conformity.

The current gridlock we experience on the I-15 Corridor has caused an increased awareness to the vital need of these improvements. Our community has expressed a high-level commitment to meeting the funding needs through a local 50% match. Our recent legislative session approved by resolution a commitment to match federal funding at this level, and Legislators recognize the high priority the Utah Department of Transportation has placed on this project. Governor Michael Leavitt has expressed his commitment to additional state funding for these vital improvements on the I-15 Corridor. Our traveling public has expressed in open hearings their willingness to sacrifice during construction while they are inconvenienced. They have also expressed in recent polls their favorable support for local funding required to meet these expensive improvements. We remain committed as a state to a high level preservation of our existing transportation system and must use our current apportionment to maintain this level of preservation. It is critical that we receive authorization for additional funding for the necessary improvements on this part of the I-15 Corridor in Salt Lake County in order to preserve the integrity of this vital interstate link.

The Utah Department of Transportation has identified a backlog of $2.1 billion of highway needs. This includes up to $800 million for the improvement of Interstate 15 and $100 million for related transit improvements in the I-15 corridor. These highway and transit needs cannot be met with apportioned funds. The state's annual obligation ceiling of approximately $110 million for federal highway funds is sufficient only to preserve the existing road system. The annual apportionment of Section 9 transit funds of about $12 million can cover only a portion of bus replacement needs and operating costs. I support a request for authorization of $148 million for the I-15 Corridor improvement project, which I believe represents an innovative and effective use of scarce resources.

We continue to make maximum use of our state transportation fund to preserve and expand our multi-modal transportation system. We are committed to an efficient, safe and environmentally sensitive transportation system in Utah. We have appreciated the federal commitment to an outstanding interstate transportation system. As we take on internationally significant events, such as the Winter Olympic Games of 2002, and cooperate in the North American Free Trade Agreement, we appreciate this continued partnership with the Federal Highway Administration and the United States Congress in helping us realize, together, what we are not capable of achieving alone.

We respectfully request authorization for the I-15 Corridor project in Salt Lake County, the U.S. 89 project in Davis County, the I-15/University Avenue Interchange in Provo, the 20th East project in Sandy City, and the 5600 West project in West Valley City -- all in accordance with our proposals of January 7, 1994.

ADDITIONS TO THE RECORD

Statement

of

Radio Association Defending Airwave Rights (RADAR)
National Motorists Association
Massachusetts Motoring Association
American Motorcyclist Association

before the

Subcommittee on Surface Transportation,

Committee on Public Works and Transportation,

U.S. House of Representatives

Washington, DC

March 8, 1994

RADAR
4949 South 25A
Tipp City, OH 45371
513/667-5472
513/667-3178 facsimile

Mr. Chairman and Members of the Subcommittee:

I am Janice Lee, President of RADAR, a national non-profit organization representing manufacturers, marketers and more than 15,000 users of radar detectors throughout the nation. Joining RADAR in presenting this statement is the National Motorists Association, consisting of 15,000 members; the Massachusetts Motoring Association, with some 6,000 members, and the American Motorcyclist Association, with a membership of approximately 200,000.

These groups have united to present this statement expressing our dismay over continuing attempts to restrict the ability of motorists to use radar detectors on the nation's highways. We appreciate the opportunity to present this statement in support of your deliberations on legislation to designate the National Highway System (NHS).

Last year, both this Subcommittee and the full Committee on Public Works and Transportation approved a provision of H.R. 3460, the Hazardous Materials Transportation Act (HMTA) reauthorization bill, addressing radar detectors and their underlying technology. This provision would have required the Secretary of Transportation to conduct a comprehensive study on whether the use of radar detectors poses a highway safety problem and on ways the installed base of some 20 million such devices could be used to enhance

highway safety under programs such as IVHS. We would like to take this opportunity to express our sincere appreciation to you and the members of this Subcommittee, and to the full Committee, for your foresight in affirming that a radar detector ban is an idea needing additional research and that there are highway safety-enhancing uses for these devices. Unfortunately, that study provision was not part of the House-passed version of the HMTA reauthorization. Since then, of course, much has occurred relative to this "issue."

Primarily, and as you know, the Federal Highway Administration (FHWA) finalized its proposed rule prohibiting the use of radar detectors in commercial motor vehicles (CMVs). This new rule was effective January 19 of this year.

The unpopularity of the final rule cannot be denied. For example, 75% of the approximately 26,100 comments received by FHWA on the proposed rule opposed it.[1] Commenters opposing the rule included a broad spectrum of individuals and organizations such as independent transportation professionals, state transportation agencies, legal specialists, truck operators and private citizens.

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[1] Testimony of FHWA before the Subcommittee on Transportation, Committee on Appropriations, U.S. House of Representatives, April 22, 1993.

In fact and contrary to what the FHWA and detector opponents may indicate, several states did not support the ban. Comments from them included statements such as "...our research does not demonstrate conclusive evidence that the use of radar detectors has a negative impact on accident rates..." and that radar detectors cause "...no discernible harm to society...."[2] As these comments illustrate, even after a lengthy comment period and submission of additional material by detector opponents, there remains "no established direct linkage between radar detector use and highway accidents,"[3] as stated by the FHWA in its final rule. So, despite overwhelming opposition from the public, concern in Congress that additional study should be undertaken, doubt expressed by the very state agencies to which enforcement of the regulation would be delegated and uncertainty on the part of FHWA itself, a final rule banning the devices was promulgated anyway.

The detector industry and the organizations joining me in this statement have closely monitored the new rule's impact. So far, the only impact has been a negative one—on the companies engaged

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[2] FHWA, MC-90-14.

[3] FHWA, Final Rule, Radar Detectors in Commercial Motor Vehicles, MC-90-14.

in radar detector manufacture and sales, not to mention their employees. While the detector industry survives, it is likely to be unhealthy, whether its health is measured in total sales, number of employees or capital investment, for some time to come. That this reversal of the industry's growth trend has been visited on the industry by the federal government is unfortunate. That the government's action remains lacking in justification is, we believe, unconscionable. Last year, when this Subcommittee debated the study provision of H.R. 3460, it was clear that neither detector opponents nor the FHWA had proven a case that radar detectors pose a safety problem. That lack of justification continues to this day.

As noted above, even after the FHWA's lengthy rulemaking process and issuing a final rule, the agency has yet to find a link between detector use and highway safety, pro or con. No less outspoken an opponent of radar detectors than Senator Frank Lautenberg, Chairman of the Senate Subcommittee on Transportation Appropriations, noted in his Committee's report accompanying the FY 1994 DOT appropriation bill that the FHWA had "inadequate

information"[4] on this "issue" and that it needed further study. The Senate Committee then directed the FHWA to perform such an examination. Senator Lautenberg reiterated his belief that additional information on this subject is necessary on the very day last year this panel debated the study provision of H.R. 3460.[5] Of course, to date the agency has not even begun to collect the necessary data, much less objectively look at whether it made the correct decision.

The FHWA's belief that "inadequate information" exists on the role of radar detectors is well-founded. So is our contention that radar detectors do not pose a safety problem. As far back as 1988, after examining these subjects in a major study, the National Highway Traffic Safety Administration (NHTSA) wrote:

> Tentative conclusions about the larger issue of the relationship between detectors and traffic safety, however, require resolution of serious methodological issues. The magnitude of the potential negative effect of detectors

[4] S. Rept. 103-150, pp. 111-112.

[5] Letter from Sen. Lautenberg to Rep. Valentine, November 9, 1993.

> on traffic safety may be insufficient to warrant further efforts in this regard.[6]

Based on this statement by NHTSA, it is highly unlikely that additional impartial and empirically-sound studies will be conducted without specific Congressional direction and authorization. On our contention that detectors do not pose a safety problem, NHTSA included in that study the following statement:

> The weight of evidence clearly demonstrated that radar detectors do have an influence on overall traffic speeds. The observed nature of this influence is the reduction of the speeds of some vehicles in the presence of a radar signal....(emphasis supplied)[7]

Of course, to find evidence supporting their contention that detectors adversely impact highway safety, detector opponents have performed their own studies. Despite their best attempts, their own studies also fail to prove such a link. In fact, they sometimes hurt their own case. For example, a close examination of a study performed by the Insurance Institute for Highway Safety (IIHS) will disclose evidence that detector bans do not work. That

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[6] NHTSA, "The Impact of Radar Detectors on Highway Traffic Safety," 1988, HS 807 578.

[7] Id.

study demonstrated that, in Maryland—a state without a detector ban—11% of vehicles travel with detectors while in Virginia—a state which vigorously enforces its total ban—14% of vehicles travel with the devices.[8] Other studies performed or funded by detector opponents are similarly flawed or include results not favorable to their case. In fact, and as stated in a letter to this Subcommittee, the authors of IIHS' most recent study "declined to conclude that there is a direct causal relation between detector use and safety...."[9]

Of course, any discussion of a safety-based rationale for banning radar detectors must examine current and past trends in highway safety. Toward that end we have attached to this statement several graphs displaying the most current data from the National Highway Traffic Safety Administration (NHTSA). These graphs show data on the following:

- U.S. Traffic Deaths, 1966 Through 1992;
- U.S. Traffic Fatality Rates, 1966 Through 1992;
- U.S. Traffic Fatalities Per 100,000 Population;

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[8] IIHS, "Radar Detector Use and Speeds in Maryland and Virginia," 1990.

[9] Letter, from Charles A. Hurley, June 29, 1993.

- U.S. Vehicle Travel (billions of miles driven), 1966 Through 1992;
- Fatality Rates at 70, 55 and 65 MPH, 1966 Through 1992; and
- U.S. Large Truck Fatality Rates, 1977 Through 1991.

As these graphs demonstrate, highway safety continues to improve. Similarly, truck safety also continues to improve.

Ironically, the only major interruptions to the trend of continually improving highway safety came during the late 1970s, or shortly after both creation of the 55 mph speed limit and gas crises which limited driving. Questions regarding the government's overwhelming lack of interest in radar detectors during that time should be raised. In essence, if radar detectors are a highway safety "problem," as is now emphasized at almost every opportunity by highway safety advocates, why were they not at issue during the time in the late 1970s when improvements in highway safety were stalled or reversed?

Of course, these improvements in highway safety continue in spite of enactment of laws allowing a 65 mph speed limit and a greater number of vehicles on the road than ever before. One of the reasons for this, quite simply, is that speed itself bears little relationship to safety. Instead, and according to a joint NHTSA/FHWA study, "...crash risk is not necessarily associated with

speed *per se*, but with variations from the median speed."[10] In essence, the different speeds of traffic types and their relative motion pose the greatest threat to highway safety. Lowered speeds for trucks, when compared to passenger vehicles, may well increase the likelihood for an accident. In two years, when data for the current period is finally available, it would be truly ironic for the FHWA's new detector ban to be blamed for an increase in fatal accidents.

Clearly, there is a need for additional study of the use of radar detectors. This need, however, exists not for additional data demonstrating only that inconclusive conclusions can be reached. Instead, what is needed is for the federal government to review existing technologies, such as radar detectors, and how they may be used by state and federal agencies and motorists alike to improve safety. Although planned IVHS technologies provide great promise, and many are available in limited applications today, we believe the overwhelming need is for new and innovative methods to use existing technologies.

[10] NHTSA/FHWA, "Report on Speed," January 7, 1991.

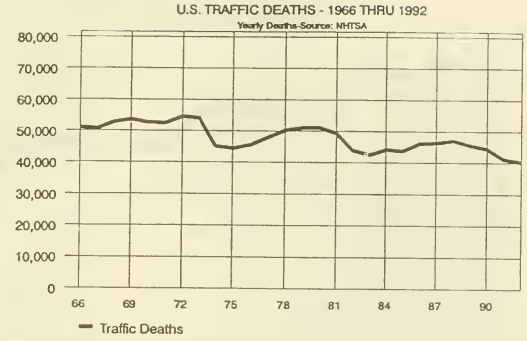
As a consequence, Mr. Chairman, RADAR and the organizations joining me in submitting this statement take this opportunity to formally request legislation authorizing an impartial federal study examining the use of radar detectors and ways in which they may enhance highway safety. We would hope that such a provision could be included in the NHS legislation the Subcommittee is considering and stand ready to work with you and your colleagues to craft an appropriate provision which meets the needs of impartiality and scientific validity. We would also take this opportunity to request the support of such research by those individuals and groups who oppose the use of radar detectors. A fair and impartial study of these subjects would be in the best interests of all parties, detector supporters and opponents alike. If detector opponents would continue to oppose such an effort, I would urge you and your colleagues to ask, "What don't you want all the facts on the table?"

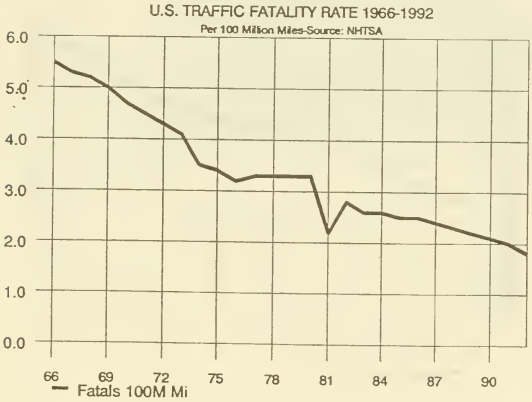
In summary, we continue to believe that radar detectors do not present a highway safety problem. Instead, they present a solution to existing motorist-communication challenges. Radar detector bans

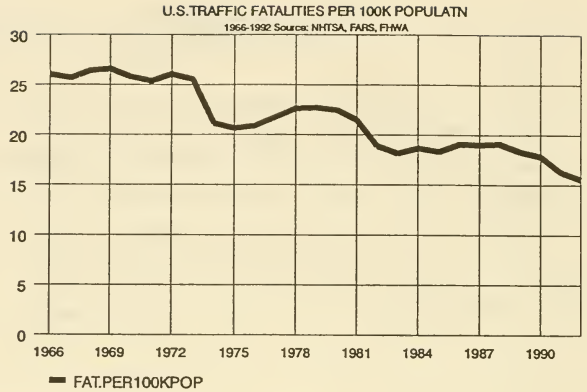
on any class of vehicle, in any jurisdiction are solutions in search of a problem. An impartial federal study is needed to:

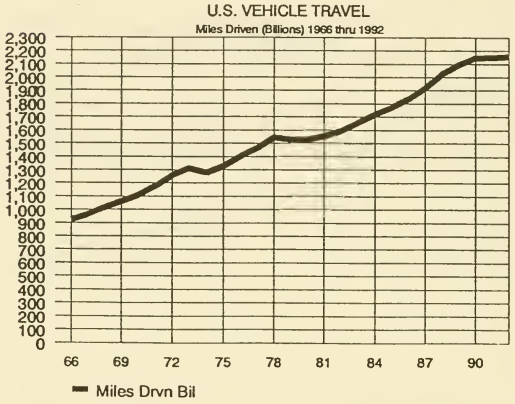
- Establish whether or not an empirical link exists between radar detector use and accidents; and,
- Establish technical specifications and operational parameters for using radar detector technologies to enhance highway safety.

Again, thank you for the opportunity to present this statement. We appreciate your interest and that of the members of the Subcommittee. RADAR and the organizations joining in presenting this statement stand ready to respond to any questions you may have and to further assist the Committee in improving this nation's already-outstanding highway safety record.


U.S. TRAFFIC DEATHS - 1966 THRU 1992
Yearly Deaths-Source: NHTSA
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
66
69
72
75
78
81
84
87
90
Traffic Deaths


U.S. TRAFFIC FATALITY RATE 1966-1992
Per 100 Million Miles-Source: NHTSA
6.0
5.0
4.0
3.0
2.0
1.0
0.0
66
69
72
75
78
81
84
87
90
Fatals 100M Mi


U.S.TRAFFIC FATALITIES PER 100K POPULATN
1966-1992 Source: NHTSA, FARS, FHWA
30
25
20
15
10
5
0
1966
1969
1972
1975
1978
1981
1984
1987
1990
FAT.PER100KPOP


U.S. VEHICLE TRAVEL
Miles Driven (Billions) 1966 thru 1992
2,300
2,200
2,100
2,000
1,900
1,800
1,700
1,600
1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0
66
69
72
75
78
81
84
87
90
Miles Drvn Bil

FATALITY RATES AT 70MPH, 55MPH & 65MPH
1966-1992 Source:NHTSA, FARS
Fatalities per 100 Million Miles
National Maximum Speed Limit
6.0
5.0
4.0
3.0
2.0
1.0
0.0
75
70
65
60
55
50
45
40
35
30
25
20
15
10
5
0
66
69
72
75
78
81
84
87
90
FATALITY RATE
SPEED LIMIT

U.S. LARGE TRUCK FATALITY RATES - 1977-1991 - Per 100 Million Miles Traveled
Fatality Rate per 100M VMT
Fatalities Per 1000 Million Miles Traveled
2
1
0
1.4
1.3
1.3
1.2
1
0.9
0.9
0.9
0.8
0.7
0.6
0.6
0.6
0.5
0.4
'77
'78
'79
'80
'81
'82
'83
'84
'85
'86
'87
'88
'89
'90
'91
Sources: NHTSA, FARS

March 8, 1994

THE HONORABLE HOWARD "BUCK" McKEON (R-CA)

STATEMENT BEFORE THE HOUSE SUBCOMMITTEE ON

SURFACE TRANSPORTATION

THE HONORABLE NICK J. RAHALL II (D-WV),

CHAIRMAN

MR. CHAIRMAN, AS A MEMBER OF THE SUBCOMMITTEE ON SURFACE TRANSPORTATION, I AM PLEASED TO SUBMIT REMARKS ABOUT THE NATIONAL HIGHWAY SYSTEM AND ITS IMPORTANCE TO THE NORTH LOS ANGELES COUNTY AREA.

THE COUNTY OF LOS ANGELES HAS A POPULATION APPROACHING 10 MILLION PEOPLE. SEVENTEEN HOUSE MEMBERS REPRESENT THIS AREA. DESPITE CUTBACKS IN JOBS AND OTHER ECONOMIC CONCERNS, CALIFORNIA'S POPULATION IS CONTINUING TO GROW. MUCH OF THIS NEW GROWTH HAS OCCURRED IN NORTH LOS ANGELES COUNTY, THE AREA WHICH I REPRESENT.

BEFORE THE 1990 CENSUS, MY DISTRICT WAS NOT

LARGE ENOUGH TO HAVE ITS OWN REPRESENTATIVE IN CONGRESS. THIS DISTRICT INCLUDES THE CITIES OF SANTA CLARITA, LANCASTER AND PALMDALE, WHICH WERE AMONG THE FASTEST GROWING CITIES IN CALIFORNIA IN THE 1980'S. PALMDALE, FOR EXAMPLE, SOARED FROM A POPULATION OF 12,000 IN 1980 TO ALMOST 90,000 TODAY. FURTHERMORE, RESIDENTS OF MY DISTRICT STILL TRAVEL USING HIGHWAYS THAT WERE PLANNED OR COMPLETED OVER 25 YEARS AGO.

TWO MAJOR HIGHWAYS SERVE THIS AREA. INTERSTATE 5, CALIFORNIA'S PRIMARY NORTH-SOUTH CORRIDOR, AND STATE ROUTE 14, AN INTERSTATE-GRADE STATE HIGHWAY SERVING SANTA CLARITA,

PALMDALE, LANCASTER, AND EDWARDS AIR FORCE BASE. IT WAS THE 14 FREEWAY SPAN OVER INTERSTATE 5 THAT COLLAPSED DURING JANUARY'S EARTHQUAKE.

TWO SIGNIFICANT STATE HIGHWAYS SUPPORT THESE PRIMARY HIGHWAYS. ROUTE 126, SERVING SANTA CLARITA AND THE VENTURA COAST, AND ROUTE 138, WHICH SERVES AS A LINK BETWEEN INTERSTATE 5, HIGHWAY 14, AND INTERSTATE 15. BOTH 126 AND 138 ARE LISTED IN THE N.H.S. AND REQUIRE SIGNIFICANT IMPROVEMENTS IN ORDER TO ADEQUATELY SERVE THE REGION'S GROWING POPULATION.

STATE ROUTE 126 IS A REGIONALLY SIGNIFICANT HIGHWAY WHOSE ALIGNMENT AND DESIGN MUST BE

IMPROVED IN ORDER TO EFFECTIVELY SERVE LOCAL AND REGIONAL TRAFFIC IN SANTA CLARITA, A CITY WITH A POPULATION OF 150,000. 126 CURRENTLY HAS A BROKEN ALIGNMENT WHICH STATE AND LOCAL AGENCIES AND TRANSPORTATION GROUPS HAVE ATTEMPTED TO ADDRESS BY RECOMMENDING WAYS TO CREATE A CONTINUOUS EAST-WEST ROUTE THROUGH THE CITY. THIS PROCESS IS PRESENTLY NEARING ITS CONCLUSION.

AS PROPOSALS TO MODERNIZE 126 ARE CONSIDERED, FOUR INTERCHANGES WHICH IMPACT TRAVEL ON I-5, ROUTE 126, OR BOTH OF THESE ROUTES REQUIRE IMMEDIATE ATTENTION. UPGRADING THESE

INTERCHANGES IS AN ESSENTIAL FOUNDATION UPON WHICH CITY, COUNTY, AND STATE AGENCIES CAN BASE FUTURE DECISIONS, INCLUDING THE ADOPTION OF A REALIGNED 126 ROUTE TO BEST ACCOMMODATE SANTA CLARITA'S GROWING POPULATION.

THE CURRENT INTERCHANGE ARRANGEMENT DOES NOT ALLOW FOR CONTINUOUS TRAFFIC FLOW ON 126. BECAUSE THE NORTHERN I-5/126 INTERCHANGE IS ONLY 50% COMPLETE, 126 TRAFFIC CANNOT TRAVEL WITHOUT EXITING ON TO A SECONDARY ROAD FOR 1.5 MILES BEFORE RETURNING TO 126. SIMILAR IMPROVEMENTS ARE NEEDED ALONG THE SOUTHERN INTERCHANGE, INCLUDING WIDENING A PORTION OF 126 TO

ACCOMMODATE EXISTING TRAFFIC FLOW.

THERE ARE A TOTAL OF SEVEN INTERCHANGES ALONG I-5 WHICH SERVE THE GREATER SANTA CLARITA AREA. TWO INTERCHANGES HAVE ALREADY BEEN UPGRADED TO MEET EXISTING TRAFFIC FLOW. I HAVE DISCUSSED THE TWO INTERCHANGES INVOLVING ROUTE 126. OF THE THREE REMAINING INTERCHANGES, ONE REQUIRES IMPROVEMENTS TO MEET INCREASED TRAFFIC FLOW AND A SECOND NEEDS TO BE FULLY UPGRADED TO MEET INCREASED TRAFFIC RESULTING FROM THE OPENING OF A NEW POSTAL DISTRIBUTION CENTER, A NEW HIGH SCHOOL, AND PLANNED LIGHT INDUSTRIAL DEVELOPMENT. APART FROM THIS LAST INTERCHANGE,

THESE IMPROVEMENTS ARE BEING RECOMMENDED IN RESPONSE TO A LOCAL SURFACE TRANSPORTATION SYSTEM WHICH HAS BECOME INCREASINGLY OVERBURDENED AND UNSAFE.

THESE INTERCHANGE UPGRADES ARE AN IMPORTANT FIRST STEP IN EASING CONGESTION AND IMPROVING TRAFFIC FLOW IN THE SANTA CLARITA VALLEY. CITY OFFICIALS ARE HOPEFUL THAT 126 WILL EVENTUALLY BE EXTENDED IN A CONTIGUOUS ALIGNMENT FOUR MILES EAST OF INTERSTATE 5 IN ORDER TO BETTER LINK I-5 WITH THREE MAJOR CITY THOROUGHFARES. THE CALIFORNIA EARTHQUAKE HAS ALSO PROMPTED THE CITY'S DESIRE TO USE THIS EXTENSION TO FACILITATE

LOCAL AND REGIONAL FIRE AND RESCUE EFFORTS IN THE EVENT OF EMERGENCIES.

MR. CHAIRMAN, AS YOU KNOW I HAVE ALSO SUBMITTED A PROJECT REQUEST CONCERNING STATE ROUTE 138. THIS REQUEST INVOLVES FUNDING FOR A STATE-APPROVED ROUTE REALIGNMENT WHICH IS DESIGNED TO REDIRECT TRAFFIC FROM A CONGESTED DOWNTOWN BUSINESS DISTRICT TO A LIMITED ACCESS BYPASS. COMPLETION OF THIS PROJECT WILL RESULT IN SIGNIFICANT ENVIRONMENTAL AND SAFETY BENEFITS, AND IS INCLUDED IN THE MASTER PLANS OF BOTH STATE AND COUNTY TRANSPORTATION AGENCIES. A SMALL AMOUNT OF MONEY FOR THIS PROJECT WAS CONTAINED

IN THE ORIGINAL ISTEA LEGISLATION.

I WANT TO CONCLUDE BY MENTIONING THAT MY DISTRICT INCLUDED THE EPICENTER OF THE RECENT EARTHQUAKE, AND I AM PLEASED THAT CONGRESS WAS ABLE TO QUICKLY RESPOND THE PEOPLE WHO WERE AFFECTED BY THIS VIOLENT AND TRAGIC DISASTER. I ALSO WANT TO COMMEND THE ADMINISTRATION FOR FOLLOWING THROUGH ON THE MANDATE TO IMPLEMENT A NATIONAL HIGHWAY SYSTEM WHICH REFLECTS THE NEEDS OF TODAY'S TRAVELLING PUBLIC. I AM ENCOURAGED THAT THE N.H.S. WILL ALLOW PROJECTS TO BE JUDGED ON A LEVEL PLAYING FIELD ACCORDING TO MERIT, AND I LOOK FORWARD TO PARTICIPATING IN

THIS DEBATE AND WORKING WITH MEMBERS TO ENACT NHS LEGISLATION THIS YEAR.

THANK YOU.

TESTIMONY OF THE HONORABLE ROBERT T. MATSUI
SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

MARCH 8, 1994

Mr. Chairman, I appear today to request that the Subcommittee authorize the 80 percent federal share of a $60 million project for 32 electric trolley buses and related infrastructure on four of the most heavily used transit corridors in Sacramento, California. The electric trolley bus project is important not only by itself but also as a principal component of the Sacramento Regional Transit District's long range transportation strategy. In that broader context is part of the community's effort to improve air quality and reduce auto congestion.

I would also like to inform the Subcommittee that Regional Transit (RT) is embarking on this ambitious and necessary project while still mired in the recession from which the remainder of the country appears to be emerging. This has caused community leaders to suspend action on a ballot measure for a county sales tax increase that had always been projected for the autumn of 1994 in order to fund the local capital shares and operations and maintenance of RT's systems expansions. The outyear financing picture is difficult primarily for operating funds than for capital, but the strain is felt across RT's budget.

Community representatives have responded to this problem by proposing a thorough review of RT's capital and operations financing program for the years ahead. The electric trolley bus project that is my primary topic today is necessarily entrained in the review process. Our belief is that the project will pass muster because it would improve existing service and therefore impose no new operation and maintenance burden. We anticipate that a preliminary review of the trolley bus project's costs and financing impacts will be completed by the end of March or early April and this will probably support proceeding with the project. I understand this is prior to the Subcommittee's likely mark-up date. The complete review of RT's entire program will not be completed until November or December of this year, so the chance remains that the final decision to go ahead might not be made until then. However, no matter what must be decided in the short term, the underlying fundamentals favoring the trolley bus project will remain valid and therefore a project authorization will remain useful to Sacramento.

Compounding the stakes in RT's system appraisal -- and providing further drive for the trolley bus project -- is that the Environmental Protection Agency (EPA) has found Sacramento out of compliance of the Clean Air Act. In February, EPA released a draft Federal Implementation Plan (FIP) and a year's

comment period has begun before its adoption. The State may produce an alternative implementation plan this November, but under any plan Sacramento must take serious measures to improve its air quality. Since almost 70 percent of its air pollution problem is caused by motor vehicles, transit will take on an even higher priority and cost benefit than it has so far.

In cooperation with the Sacramento Municipal Utility District (SMUD), which provides electrical service to Sacramento's 1.1 million residents, RT has embarked on a program to replace its aging (average 15 years) 200 diesel bus fleet with low or zero emission modes of three types: compressed natural gas (CNG) buses, expanded light rail, and electric trolley buses. RT has begun purchasing 95 CNG buses. Total cost of the CNG program is to be $60 million, with the funds coming primarily from RT's Section 9 formula capital allocations. To date, 80 of the 95 CNG buses have been placed in service and the nation's largest, fast fueling CNG facility has been constructed, for $3.2 million.

The balance of RT's low or zero emission vehicles effort is a campaign to electrify the rest of the system. The two existing light rail lines will be extended a total of 13 miles at entirely state and local expense ($260 million). A third, $300 million, 11-18 mile line has been proposed for 80-20 federal/non-federal funding to connect the downtown and the two existing lines with the southern section of the metropolitan area, which has no light rail service now. The Intermodal Surface Transportation Efficiency Act (ISTEA) authorized $26 million for the preliminary planning, environmental documentation, and engineering and design for this project up to the point of construction. We anticipate returning to the Committee for construction authorization when this work is done.

On four present bus routes totalling 28 miles, RT proposes to substitute 32 electric trolley buses for the existing diesels. The alternative to electric trolley buses would be additional CNG buses, but electric trolley buses are a better choice for these particular routes for two main reasons: (a) proven reliability under high frequency, heavy use operating conditions, and (b) significantly greater clean air performance.

Average daily ridership on the four routes in question is now over 10,000, 18 percent of RT's total. RT anticipates increased ridership on the trolley bus service, but assumes only existing ridership in its analyses. To meet future demand, buses will eventually operate at up to 10 minute frequencies. Since traffic on these routes is heavy, acceleration needs to be quick and performance must be reliable. Electric trolley buses are tested and reliable under these demanding circumstances. While RT can afford to venture somewhat into the unknown with CNG buses

on its lighter routes, they do not accelerate as quickly as required and they are not yet proven reliable under heavy use on urban transit routes. Given that RT must already cope with such uncertainties on most of its routes, it can ill afford to compound its difficulties on its more heavily travelled corridors.

It is notable in light of RT's long range concerns about operating funds that electric trolley buses are estimated to cost 3 percent less to operate than the current diesel buses and 6 percent less than CNG buses. Operating savings are also an important factor underlying RT's preference.

As indicated above, Sacramento's non-attainment of ozone and carbon monoxide standards is 70 percent attributable to cars and other mobile sources. These air quality considerations militate heavily in favor of electric trolleys, which are emission free on site and extremely emission efficient even at the point of generation. Compared with CNG buses, trolley buses emit 95 percent less hydrocarbons and nitrogen oxides, the precursors to ozone, and 90 percent less carbon monoxide. Besides the direct benefit of cleaner air, this differential in favor of electric trolley buses should mean they have a significant cost benefit ratio over CNG buses when the FIP or a SIP take effect within five or ten years.

This Committee has already approved one major element of Sacramento's emission reducing transit program, the light rail studies you authorized in ISTEA. This is the first opportunity we have had to return to the Committee and request authorization for the electric trolley buses, the program's second major component, because the trolley bus program was not ready for consideration when ISTEA was moving in the Congress. Since then RT has received designation in the FY 1993 and 1994 Transportation Appropriation bills for a total of $11 million in funding for the trolley bus project. Also since then this Committee has signalled its intent to authorize new projects on a more frequent basis. We appreciate the importance of the Committee's new policy and, despite having received appropriations already, would very much appreciate your consideration of our request for your authorization for this program. It is the other component of the electrification campaign which you have already supported.

Mr. Chairman, I thank you and the entire Committee for your attention to this very important project, I urge your support, and I look forward to working with you in the future on the Sacramento electric trolley project.

Statement of Senator Harry Reid

before the

House Committee on Public Works
Subcommittee on Surface Transportation

March 8, 1994

Mr. Chairman and members of the Subcommittee, I would like to take this opportunity to indicate my support for the projects submitted to your Subcommittee by the State of Nevada.

As you have seen in the Nevada Department of Transportation document responding to the project criteria established by this Subcommittee, the Nevada projects are very worthy of authorization. At this time, I would like to address each project and the importance of each of them to the safety, economic and environmental concerns of Nevada and the local areas served by them.

Spring Mountain Interchange

Mr. Chairman, this project is the most significant component of efforts to relieve congestion experienced in the I-15 corridor around the Las Vegas area. The fact that this is the only project requested for southern Nevada should indicate its importance to the Subcommittee.

The continuing rapid growth and recent expansion of resort facilities in Southern Nevada is taking its toll on the transportation infrastructure and air-quality in the area. The Spring Mountain Interchange has been identified as the highest priority by local officials in Southern Nevada to address both the air-quality and congestion problems. I can say without hesitation that the authorization of this project will provide the most effective solution to these problems in the Las Vegas area at this time.

Pyramid Interchange

In the northern urban area of Nevada, the project that is the consensus choice for authorization is the Pyramid Interchange in the City of Sparks. There is currently a half interchange on I-80 at Pyramid Way in Sparks. This situation places severe limits on the access to this high growth city. The City of Sparks has spent a great deal of effort and capital to upgrade and maintain its small town atmosphere. The current half interchange is impeding the City's goal, however, by creating considerable congestion in the area.

As is the case with the Spring Mountain project I just discussed, the local entities have reached a consensus that the

Pyramid Interchange is the most important project in the Reno/Sparks urban area. In fact, local businesses have rallied behind this project to contribute $1.7 million toward its completion.

Carson City Bypass

The traffic congestion in Nevada's state capital has become a real hazard to both the residents of Carson City and the people who come to visit. There are currently four-lane highways feeding cars and trucks into all four sides of town. The only route through Carson City is a narrow road that travels down the main street.

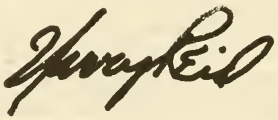
The Carson City bypass has received support from a myriad of state and local officials. It would provide the first freeway in Nevada's capital, and it would enhance safety and reduce the extremely heavy traffic volumes in the central area of Carson City. In addition, this project would allow local interests to implement downtown historic and economic revitalization plans.

U.S. 395 Extension -- Mt. Rose to Washoe Valley

U.S. 395 is the link between Reno and the state capital of Carson City. The growth of both areas has resulted in very heavy congestion and safety concerns on the currently uncontrolled 4-lane highway that serves the route. This project would continue upgrading the route from the Nevada-California border northwest of Reno to Carson City.

Nevada has already committed $87 million for earlier stages of this project, however, current apportionments are insufficient to fund this portion of the upgrade. The completion of this project would address the safety, congestion and energy efficiency problems associated with the current infrastructure along this route.

Mr. Chairman, this completes my review of the proposed Nevada projects to be considered by the Subcommittee. I urge your positive consideration of all of them, and I thank you for the opportunity to bring them to your attention.



STATEMENT OF MAYOR RICHARD RIORDAN, MAYOR OF LOS ANGELES
PRESENTED TO THE SURFACE TRANSPORTATION SUBCOMMITTEE
MARCH 8, 1994

Mr. Chairman and Members of the Subcommittee, I appreciate the opportunity to have my statement presented today on behalf of those projects which are important to Los Angeles and were submitted to the Committee on January 7, 1994, by Congressman Walter Tucker and Congressman Steven Horn, on behalf of the Los Angeles County Metropolitan Transportation Authority (LACMTA).

As a member of the LACMTA, it our responsibility to plan and program funds for surface transportation projects in Los Angeles, to construct and operate the Metro Rail subway system, the Blue and Green Lines light-rail system, and to operate the bus system. In addition, we currently fund 60% of the costs of operating the MetroLink commuter rail network, which serves the five county Los Angeles-Southern California area.

This agency, the Board of which is composed of elected officials, has the primary responsiblity of planning, constructing and operating a multimodal system designed to move people and goods, in an efficient, cost-effective manner within Los Angeles. Our annual budget for this task exceeds $3.8 billion, with almost $3 billion of that sum dedicated for capital projects.

In our January 7, presentation to the Subcommittee, we request Federal authorization for six projects, the first of which is the Alameda Corridor and, as I will be appearing before the Subcommittee next week (March 15) to testify on this project, I will not discuss Alameda Corridor project at this time.

METRO RAIL RED LINE EASTERN EXTENSION

When the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was signed into law, the Eastern Extension of the Metro Rail project, Segment three, was in it's early stages of planning, and thus, the costs of this phase were not known. Since that time, alternatives analysis has been completed and a locally preferred alternative has been selected, preliminary engineering has been completed and an Environmental Impact Statement has been prepared and will be submitted to the Federal Transit Administration later this month.

The ISTEA committed $306.4 million for the Eastern Extension, and we have a Full Funding Grant Agreement for that amount. That estimate will not meet the needs of the project, and as a result, we are requesting an additional $241. million in Section 3 funds for the Eastern Extension.

This line, Mr. Chairman, will extend the Metro Rail Red Line system into East Los Angeles, among the most transit dependant areas of

Los Angeles. The residents of this area depend upon mass transit for their commute to work, to school, to shop and for transportation for medical services. In addition, the Eastern Extension of the Metro Rail subway will provide an opportunity to revitalize this area, which is in need of economic development.

UNION STATION GATEWAY PROJECT

The Union Station Gateway Intermodal Transit Center will be the hub of transit services in Los Angeles. This historic facility will be feed by the bus system, accomodating 100 buses every hour, will be a center for the Metro Rail Red Line subway system, the Blue Line light-rail system, and will be the terminus of the MetroLink commuter rail network. In addition, it serves as a hub for AMTRAK service.

Today, we are requesting an authorization of $109.5 million for the Federal share of this $149.5 million project. Of this amount, $28.2 million has already been appropriated by the Congress. Our plans call for a total of $89.5 million from the Section 3 "bus" program.

Construction on the project began in 1993, and completion is scheduled for September 1995.

STANDARD LIGHT RAIL VEHICLE PROCUREMENT

The LACMTA is attempting to encourage domestic manufacturers

to produce rail cars to be used in mass transit systems through out the United States and the world. As the LACMTA will be a major consumer of rail cars, we would like to encourage industries in the United States to produce these cars. This effort is designed to demonstrate new product development abilities, transfer defense technologies to commercial application, and if necessary, transfer technology to a domestic firm.

We will order 72 standard modular cars, plus 2 prototype cars for a total of 74 light rail vehicles. Thirty-six of these vehicles are eligible for Federal funding, and will be used on the Metro Rail Green line.

The total project cost is $254 million, and we are seeking $18 million in Federal funds, with the remainder being funded with state and local scources.

ROUTE 30 GAP CLOSURE PROJECT

The State of California is requesting $132.3 million for the closure of a 6 mile, grade seperated, six-lane gap in Route 30, the total cost of which is estimated to be $350 million. This project is contained on the National Highway System, as proposed by the State of California and the Department of Transportation. We support this project.

ALTERNATIVE FUEL INITIATIVE BUS REPLACEMENT

In FY 95, the MTA will begin replacing buses with alternatively fueled buses, and we are anticipating the acquistion of 1,400 buses over a seven year period (200 buses per year), at a total cost of $60. million per year, with 80 per cent of those costs borne by the Federal government. Of our current fleet of buses (2295), 341 use alternative fuels (methanol or liquified natural gas).

With our committment to cleaner air in Southern California, we need to replace a portion of our fleet with clean-burning buses. When fully implemented, 3,000 tons of NOx will be removed from the air by FY 2003, as compared to current emissions levels.

CONCLUSION

Mr. Chairman, I am pleased to submit this statement in support of these projects, and I appreciate your consideration of this request.

Finally, I want to thank the Committee and the Members for your generous and timely support of our community following the January 17 Northridge earthquake. The Federal relief effort has been outstanding, and we are very appreciative of the Congress' and the Administration's assistance to us in this time of need.

March 8, 1994

Statement of the
Honorable Barbara F. Vucanovich
before the
Subcommittee on Surface Transportation
Committee on Public Works and Transportation

March 8, 1994

Mr. Chairman:

I am pleased to provide testimony today in support of three highway projects for inclusion in the National Highway System authorization legislation which are extremely vital to the Second district of Nevada. As your committee assesses and formulates the nation's highway needs over the next few weeks, the projects prioritized by Nevada, and previously forwarded to your Committee for review, are of extreme importance to my state and I urge you to give them every consideration.

I also want to acknowledge and thank Mr. Garth Dull, Director of the Nevada Department of Transportation, for being here today. His hard work and diligence in putting this years program together has been invaluable to me and I believe his presence shows the State's high level of commitment to our transportation infrastructure needs.

Mr. Chairman, the projects I want to discuss today are the construction of the Carson City Bypass, the reconstruction of the I-80/Pyramid interchange in Sparks, Nevada, and the extension of the reconstructed U.S. 395 section to the Washoe Valley.

The Carson City Bypass project was initiated by the State of Nevada in 1988 when it began acquiring right-of-way, using the Advance Right-of-Way program, to prevent development from closing off the corridor. Traffic congestion through Carson City is now such that we need to finish acquiring right-of-way and begin design for early construction of the first phase of the Bypass. In addition to the safety and traffic congestion issues, this project will also enhance the historical character of Nevada's State Capitol complex.

The second project of importance is the I-80, Pyramid interchange located in Sparks, Nevada. Presently, a half interchange on Interstate 80 at Pyramid Way limits access from I-80 to and from the central business area of the City of Sparks. The project is vital to proper operation of traffic flow movements and I believe it should be constructed as soon as possible to correct safety and congestion problems.

You should also be aware, Mr. Chairman, that the state of Nevada has already initiated right-of-way and design work and has committed $1 million of regularly appropriated federal and state monies. As well, $1.7 million in private sector funds have been raised towards completion of this much needed upgrade.

Finally, I want to talk about the reconstruction of U.S. 395 from Reno to Carson City. This project has been underway for several years now and over $85 million in federal and state monies have been committed to this major effort. The next section will tie together the freeway sections to the north and south, replacing an at-grade section which has safety and congestion problems. The $19.1 million requested this year will allow the State to begin early construction of the next link which could provide service upon its completion.

Mr. Chairman, each of the projects I have discussed are strongly supported by the local communities involved and, as you can see by the participation of Mr. Dull here today, the State of Nevada is committed to seeing each completed. As listed here today and commended to your committee, each project complies fully with the criteria set forth by you for consideration in the National Highway System authorization bill and I urge your support for all three.

Thank you Mr. Chairman.

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